

Southern Pacific Bulletin

JUNE 1927



Southern Pacific Bulletin

F. Q. TREDWAY, Editor

Published monthly by Southern Pacific Company Bureau of News, in the interest of and distributed free to active and retired employees. Signed contributions are invited and should be addressed to the Editor, Southern Pacific Bulletin, 65 Market Street, San Francisco, Calif. Manuscripts and photographs will be returned if requested.

VOL. XV JUNE, 1927 NO. 6

Advice Without Preaching

AS a general rule "commandments" and codes of conduct formulated by great men and philosophers fail to strike a responsive note in the hearts of ordinary humans whose actions these rules are designed to guide. Too often these are too coldly ideal and fail to recognize the frailties of the ordinary mortal.

However, there are exceptions, and one of these may be noted in the book "Of Many Things" by Otto H. Kahn, public-spirited American and well-known financier, who gives ten rules of conduct for young men. These rules embody a freshness of viewpoint and humanness of understanding that force attention. Here they are, briefed down to meet the limitations of editorial space:

1. Eliminate the word "perfunctory" from your vocabulary. Every task is a test.
2. The most servicable of all assets is reputation.
3. Exercise the springs of your brain. Do your mental daily dozen.
4. Exercise the horse of your imagination.
5. Be prepared but be patient. Learn how to sit.
6. Be hard-headed, but not hard-boiled.
7. Work hard, but don't become a machine. Keep your ideals.
8. Take an interest and share in public affairs.
9. Meet your fellow men with confidence.
10. Monetary rewards to business success are greater than material reward to achievement in other lines of activity. If successful in business, exercise self-restraint and consideration for others in the use of their opportunities. The successful man must assume and discharge the responsibilities and duties of success, or, from a civic point of view, be a defaulter.

The Cost of Conversation

THE thought expressed in the little rhyme we learned in childhood, that "little drops of water, little grains of sand, make the mighty ocean and the pleasant land" is at the basis of many problems encountered by Southern Pacific because of the tremendous size of the organization.

It is for this reason that small items that would be of little consequence in a small organization become critical with Southern Pacific. Since rate reductions by Commissions and other action by regulatory bodies, wage increases, etc., are constantly taking thousands of small and large bites out of income with large cumulative effect, it is all the more necessary for the Company to watch out for the small factors of expense which total such a large item on the debit side of the ledger.

All of which is introductory to the proposition of economical use of the telephone both for local and long distance calls between points on Southern Pacific's telephone system.

The increasing burden on the telephone system has

Table of Contents

COVER—Magnificent Mount Shasta! One of the many beautiful sights to be seen from the new train "Cascade" operating over the Company's new Cascade Line in southern Oregon. The picture was taken by Photographer A. S. Petrishin.

"Baby" Line Handles Rich Imperial Products . . . By E. G. Burdick	3
Application Is Made to Operate Bus Service . . .	5
Seventeen Veterans Retire on Pensions . . .	6
Tea Room Is Renovated and Newly Furnished . . .	7
Promotions Made in Passenger Department . . .	8
High Class Stock on Commissary Shelves . . . By C. A. Riessner	9
Guy V. Shoup Now Head of Legal Department . . .	10
From Trail to Rail . . .	11
S. P. Safety Work Is Held as an Example . . .	14
Annual Report Shows E. M. B. A. Is Growing . . .	14
Sacramento Holds Business Getting Lead . . .	16
People Who Are the Railroad . . .	19
Here and There Along the Line . . . By the Correspondents	20
Leaders in Fuel Saving . . .	22
Sports on Pacific Lines . . .	24

made necessary a number of additions to the plant, and, unless full cooperation of everyone is obtained in this matter, further enlargements will be required and consequent expenditure of money which has been earned by the energetic efforts of solicitation forces and through the good work of the operating forces in operating trains with the greatest efficiency.

Local outside calls in Los Angeles cost the Company 3.5 cents each and the cost at San Francisco is 2.5 cents. Consequently the large number of unnecessary personal calls makes a very large item. In addition, the increased work on the part of our local exchanges at these points, and other points over the system, strains the facilities otherwise adequate to the handling of Company business. For instance, at San Francisco, with about 3000 persons in the General Office building, it can be seen that only one personal call a day by each one would create a lot of additional work on the part of the operators and would cost the Company \$75 besides.

Frequently personal calls of employees take the last trunk line and so prevent or delay calls of patrons on the outside who are trying to transact business with Company offices.

It is a good characteristic of Southern Pacific that there is a wide acquaintanceship over the System, and Southern Pacific people at San Francisco have friends and close acquaintances in the organization at Fresno, Los Angeles, Sacramento, etc. But, when it comes to telephoning, this is a liability, for the natural inclination is to discuss personal matters before carrying on the business conversation or after the Company business at hand has been concluded. As a result, it may become necessary to place a three-minute limit on long distance phone conversations.

So when the urge comes to pick up the telephone and use it for personal matters, think again that it is just adding a bit more to the load the telephone department is trying so hard to handle, and, in talking long distance over Company wires, just restrain that impulse to ask if John and the family had a good time at the beach over the week-end, or to say that you saw Hazel yesterday and that she's looking better than ever. Just remember that probably there are two or three others trying to get the wire for important Company business.

It's a good plan to use the Company long distance with the same care that you use Bell telephone long distance from your own home.

"Baby" Line Handles Rich Imperial Products

By E. G. BURDICK

General Manager, Inter-California Railway

ALTHOUGH one of the "babies" of Southern Pacific's family of transportation properties, if one considers the matter from the standpoint of mileage alone, the Inter-California Railway Line stretching 55 miles through Mexican territory from the boundary line at Calexico-Mexicali to the international boundary again at Algodones, Cantu, is indeed quite a lusty "youngster."

The Inter-California Railway, technically comprises the rail properties from Niland, through the Imperial Valley to Araz Junction, seven miles west of Yuma, but such of the road traversing the northern district of Lower California, Mexico, is operated separately from official headquarters at Mexicali, in accordance with a concession granted by the Mexican government in 1904.

This separate unit under foreign governmental regulations is commonly known as the Inter-California Ry. Co. Line in Mexico, or, in Spanish, Ferrocarril Inter-California. So far the purpose of this narrative, the line south of the international border only, will be taken into consideration. That part of the line in California is operated as a part of the Los Angeles Division, under the supervision of Superintendent G. E. Gaylord.

In effect, the Inter-California line acts as a siphon through which the ever-increasing tonnage of perishable products from the rich Imperial Valley is drawn to markets throughout the country. It also forms an important link in the traffic to San Diego and vicinity from Yuma and the East, serving as a trunk for the San Diego & Arizona Railway between Calexico and Yuma.

Construction of the road commenced in 1905 and stops in the work were made at kilometers 8, 17, 38, and 52. Work was finally completed in 1909 and the through operation of trains from Calexico to Yuma started in August of that year. In 1906 several miles of the road were washed away in the vicinity of Mexicali by a break in the Colorado River. This necessitated a

THE accompanying article on the Inter-California Railway should be of interest especially at this time when the Imperial Valley is shipping hundreds of cars of cantaloupes and iceberg lettuce to Eastern markets.

Mr. Burdick, is a Southern Pacific officer with many years of railroad experience. He joined the operating department of the Hariman lines at Odgen in August, 1891.

From there he went in 1903 to the auditing department at San Francisco and then in April, 1906, just prior to the fire in San Francisco, he was transferred to the Los Angeles Division, operating department.

At River Station, Los Angeles, before going to Mexicali, he established, under General Superintendent H. V. Platt, the Jumbo car accounting system now adopted at most of the terminals and yards of the system.

In addition to his duties as general manager and Assistant Auditor of our foreign "baby" line, Mr. Burdick is serving his fourth term as a city trustee of Calexico and he occupies the unique position of being a member of both the Calexico, California, and the Mexicali, Mexico, chambers of commerce.



E. G. Burdick

change in location of the right-of-way. The building of the road produced much comment at the time, as to the motive that prompted the late E. H. Hariman in such an undertaking. Many thought it was a useless expenditure, for the great Imperial Valley was then considered little more than a desert.

However, the need for the railroad was soon apparent. It was only a short time after trains began operating over the road until it was necessary to replace the 50-pound rails with 62-pound rails in order to carry the traffic produced in Imperial Valley. Soon again the roadway was increased to 86-pound rails, with a liberal spread of rock ballast to deal with the heavy transit movement, together with heavy cotton tonnage produced locally along the line.

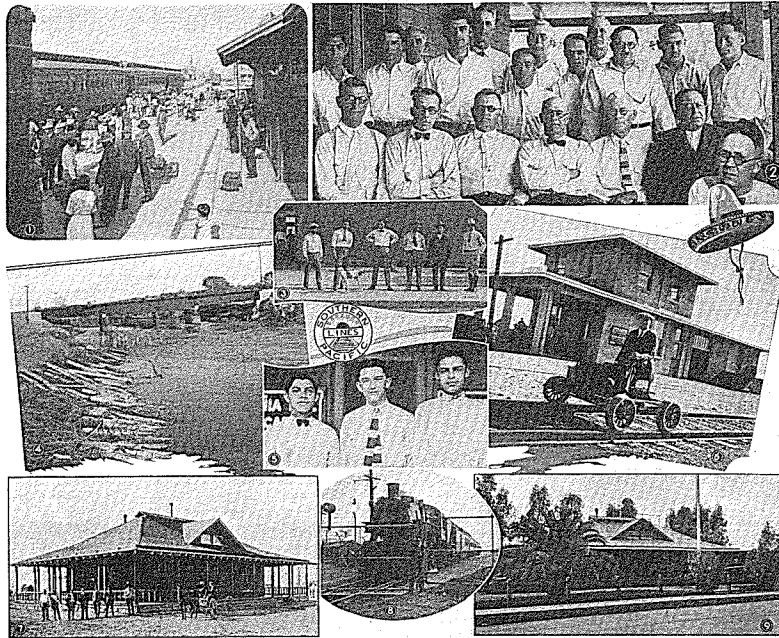
Still traffic increased, and today the entire road is laid with 90-pound rails, splendidly ballasted and considered in class "A" condition, as may be appreciated by the fact that when this was written Southern Pacific 2-10-2 class locomotives were moving the immense cantaloupe crop from Imperial Valley to eastern markets in trains of from 115 to 124 carsloads, 9800 MS to 10,500 MS, Calexico to Araz Junction, 55 miles, and on to Yuma, a total of 117 miles, without helper service on a general average schedule of 2 hours and 52 minutes. The average time of these cantaloupe trains from

Bravley to Yuma was 5 hours and 5 minutes, during the 1926 season, when a total of 12,082 cars of melons were hauled, and 9168 cars of lettuce during the lettuce season.

When these trains reach the international boundary at Calexico-Mexicali, each car is sealed with government seals and manifested separately for each government, with car number, initial, contents and weight. All of this is accomplished with very little delay, if any, as our Mexican boys are the most expert in this line of work I have ever seen and are invariably ready for the proverbial "hi-ball" by the time the usual pick-up at Calexico has



The Inter-California Railway station at Mexicali is daily the scene of picturesque groups of Mexican and Oriental travelers. Carlos Limon, clerk at the station, is shown here giving train information to a Mexican family. Note that the Apache goes east through Mexicali at 12 o'clock. There are no a. m. or p. m. designations in the official Mexican time table. The Apache also goes through Mexicali coming west.



(1) Mexicali station of the Inter-California Railway, where the peoples of many nations come and go over the border line from Calexico. (2) Personnel on the General Office at Mexicali. Sitting, left to right—A. L. Goson, chief of general accounts; C. L. Freeman, chief of general accounts; Leroy Foster, trainmaster-chief train dispatcher; E. C. Judd, general manager; and J. W. Resa, manager; and standing—C. E. Emilio Gonzalez, head of legal dept. t. Standing—Carlos Cisneros, M of W clerk; I. Lopez, head station accountant; A. Cunniff, stenographer; V. Palacios, chief of gov't manifests and seals; Ching Tong, messenger-carrier; S. D. Laing, field men of land dept.; F. Torres, ass't general accounts; R. Bachar, roadmaster; J. I. Aceves, ass't legal dept.; A. R. Arata, utility clerk; R. Aguirre, clerk. Inset is Joe Burdick, chief clerk. (3) Personnel of Mexicali station. Left to right—Ignacio Limon, clerk; Manuel Felix, cashier; Manuel Galaz, agent; Julio Arzavalo, ass't cashier; Antonio Camacho, warehouse foreman; Lorenzo Guzman, customs house inspector. (4) These three boys, Carlos Cisneros, I. Lopez and V. Palacios, are expert scalers and manifest clerks. Their average speed of sealing and manifesting a train of 70 cars is 15 minutes. (5) Roadmaster Bachar on his trusty "Sheffield" in front of the modern station at Paraisos. (6) The General Office in 1909. A. F. Andrade, then as t. general manager, and his secretary are in the buggy. (7) Trainman opening the gate at the International Boundary.

been made and the engine has taken on water. These trains, after leaving Brawley, generally pick up loads at El Centro and Calexico and it requires considerable shunting, picking up, etc., to produce several 115 to 124-car trains during the night. Some of these trains carried as many as 158 cars of lettuce, more than a mile in length, with a helper from Algodones to Araz Junction, to take the heavy trains over the grade. Some of these trains carried as many as 158 cars of lettuce, more than a mile in length, with a helper from Algodones to Araz Junction, to take the heavy trains over the grade.

The writer came to this Mexican line when it ended at Tecolote (meaning Owl), a station 52 kilometers east of Mexicali, on May 14, 1908, as assistant to A. F. Andrade, then assistant general manager who also was in charge of land and irrigation matters of the Sociedad de Irrigacion y Terrenos de la B. C., S. A., which in English means Mexican auxiliary of the California Development Company. Mr. Andrade severed his connection with the railroad in March,

1916. Perhaps the experience here may be classed as a post-graduate course to my years of Southern Pacific training.

At any rate, railroading in a foreign country, to an American at least, is very much more than a novelty, especially where the language is not English.

Actual performance of duty may be identical, yet the laws governing may differ materially from the laws to which we are accustomed. Invariably this is the case and, as a result, sometimes awkward conditions result. Mexico is no exception to the rule, I am sure. Mexican railways are presided over by the Department of Communication and Public Works, the section dealing with railroads functioning very much the same as the Interstate Commerce Commission in its regulation of American railways, or perhaps more so.

Spanish is the official language

here and the metric system of weights and measures is also the law. Time tables, tariffs, leases, plans and specifications of structures, etc., must bear approval of the Department of Communication and Public Works.

In our general office at Mexicali, the official domicile of the company, practically every department of much larger railroads is dealt with. All are subjected to minute inspection by Mexican federal officials periodically, who are empowered to assess fines for any irregularities that may be practiced. Some inspectors speak English excellently, but rarely resort to its use when functioning officially.

Mexican money is legal tender, and, while at times our collections are more than 50 per cent in United States money, all accounts are carried as of Mexican currency. Conversion of Mexican money to United States currency through sales or purchase is a practical transaction because of

the fluctuation of the peso, which changes in value almost daily. At this writing, it is selling at 43 cents, U. S. money.

Some twelve or fifteen years ago, I had an unusual experience. I've had many of them here, especially during the past period of revolution, but this one stands out as a good example of some of the things an American may face in the operation of a foreign railroad.

In this instance there was a mutiny among the troops at an outpost. The soldados killed the officers in charge and bolted. The colonel at Mexicali, who was quite a friend of mine, sent me word late at night that he required a train with a number of cars to take a detachment of men to a certain point. The person delivering the message told me somewhat reluctantly that he understood there was some trouble, but that he could tell me nothing of its nature.

I requisitioned crews, equipment, etc., through C. F. Rice, roundhouse foreman at Calexico, who is still on the job at that point. He turned out the engine in quick time, but reported that crews refused to make the trip, as he could give them no details other than that troops were to be transported.

However, the trip was made. Mr. Rice handled the engine. His brother, James, acted as fireman, and I served as the remainder of the crew. There was plenty of worry on the trip. The night was very dark and the feeling of expectancy was as great as one could imagine, but the mission was accomplished without harm to us. However, the genuine surprise came in the form of a claim of the crew that had been called demanding pay for the trip. As I remember now, the claim was denied.

This locality is credited with having about the warmest weather in summer of any section on the Southern Pacific, and during this time some of our heaviest work is done, the cantaloupes moving from the fields in May to early part of July. But the work here is very interesting and, in meeting the requirements of two governments, we have many novel experiences.

There is happiness in the thought that from this outpost, just over the line from our home country, we send on its way each year thousands of cars of food for drink tables in all parts of the United States.

ENGINEER TAKES PICTURE OF DEER FROM ENGINE CAB

Glenn W. Eddings, locomotive engineer on the Portland Division, has the evidence to show the character of virgin country the new Cascade Line of the Company's passes through in southern Oregon. While on a helper coming back light from Cascade Summit recently, he took two snap-shots. Pictures from the locomotive cab of deer grazing near the right-of-way about two miles west of McCreedie Springs. Unfortunately the pictures were too indistinct to show the deer, but the deer, three of them in one picture, are there just the same.

Application Is Made To Operate Bus Service

THE Southern Pacific Motor Transport Company, a Southern Pacific subsidiary, made application to the California Railroad Commission May 11 to operate a motor stage passenger service between Santa Cruz and Watsonville Junction; between Santa Cruz and Davenport; between Asilomar and Del Monte Junction; and between Del Monte Junction and Salinas. The Southern Pacific Company at the same time made application to withdraw certain passenger trains now operated between these points, the buses taking the place of these trains.

The officials of the Southern Pacific Motor Transport Company are given in the application as: E. J. Poulis, president; T. B. Wilson, vice-president and manager; G. L. King, secretary. The following statement is made in the application of Southern Pacific Motor Transport Company:

"The purpose of applicant's proposed operation is to replace branch line steam trains of the Southern Pacific Company, now operated at a loss within the districts aforesaid, with a less expensive but more adequate service by motor bus. The proposed service of applicant will furnish the patrons of Southern Pacific Company with local passenger service connecting with main line trains of Southern Pacific Company, more convenient than the present branch line steam passenger service of Southern Pacific Company, and more convenient than could be rendered by rail because of the greater cost of said operation.

"That the proposed operation will be a direct substitution for the supplemental to certain passenger train service of the Southern Pacific Company, not in competition with said train service, but coordinated therewith. There is no present motor vehicle service by highway between the Southern Pacific stations above referred to, or making direct connections with Southern Pacific trains."

The proposed fares to be charged on the stages are filed with the application and are the same that now apply on Southern Pacific trains serving these towns.

In an exhibit accompanying the application, it was stated that the motor bus equipment to be used will have a seating capacity of 25 or more and will be of latest design, standard make, modern and commodious. The equipment will be owned by Southern Pacific Motor Transport Company and sufficient vehicles will be provided to meet the need adequately with a reasonable number as "stand-by" equipment to meet emergencies.

According to the proposed schedules filed with the Commission, the Southern Pacific Company will continue to operate steam trains between Santa Cruz and Watsonville Junction providing two round trips per day. The Southern Pacific Motor Transport Company will provide bus service on all other local trains. Additional bus connections will be made

with train 69 from Los Angeles and points south of Watsonville Junction, but leaving Watsonville Junction at 7:55 a. m. An additional bus trip is also provided from Santa Cruz, leaving there at 10:00 p. m., arriving at Watsonville Junction at 11:10 p. m., and connecting with train No. 74, known as the "Padre," for Los Angeles and other points south.

Between Del Monte Junction and Salinas, bus will make connection with trains, from and to San Francisco and Pacific Grove.

Between Del Monte Junction and Pacific Grove the Southern Pacific Company will continue to run two steam trains each way, trains operating directly between San Francisco and Pacific Grove. The Southern Pacific Motor Transport Company will substitute buses in lieu of other local trains now operating, and, in addition, a bus trip will be made from Pacific Grove at 8:05 p. m., arriving at Del Monte Junction at 9:10 p. m., connecting with trains 102 for Los Angeles and other points south.

Committee on the Applications filed with the Commission, F. S. McGinnis, passenger traffic manager, stated that due provision will be made in the coordinated bus and train service to adequately take care of any heavy traffic which may develop.

BAIRD GIVEN PROMOTION ON GEN'L MANAGER'S STAFF

T. R. Baird, formerly supervisor of transportation on Northern District, has been appointed assistant general supervisor of transportation with headquarters at San Francisco, succeeding L. D. Jones, who has taken a position with the Southern Pacific Motor Transport Co.

Baird's railroad service began with the Illinois Central in October, 1911, as clerk and relief agent. He was with the Wells Fargo Express Company for six years. During the war he served with the Marines and, after discharge, was with the American Railway Express Company for a few months before coming to Southern Pacific as station supervisor, Los Angeles Division, in June, 1920. He was appointed supervisor of transportation of Southern District in April, 1922, and to that position on Northern District in June, 1925.

BRIE FIRE DISCOVERED BY SECTION FOREMAN'S WIFE

Typical railroad spirit was shown by Mrs. Piez Ruston, wife of section foreman at Temporal, N. M., on May 6, when the necessary steps to flag trains in both directions and notify dispatcher on discovering the bridge on fire at that point. The bridge timbers were completely destroyed, leaving the rail and track ties suspended in such a manner as to indicate the fire was incendiary.



Veterans of Southern Pacific who were retired on pension at recent meeting of the Pension Board. Names are shown in list at bottom of this page. Photographs of Robert F. Gittins and Carl Wieghele were not received in time to include with this group.

Seventeen S. P. Veterans Retire on Pensions

WHEN the "Oregonian" reached Dunsmuir the evening of March 30 Engineer George W. McDowell stepped down from the engine cab for the last time, bringing to a close a career of 48 years and 10 months with the company. He started as a brakeman at South Vallejo in June, 1878, on the old California Pacific Line. Two years later he was promoted to conductor. In 1880 he changed over to engine service and started as a fireman on the Sacramento Division and was promoted to engineer in 1887. Since that time he has handled trains on the Sacramento, Truckee, Portland and Shasta Divisions. Together, with his wife, he will make his future home in Berkeley, Cal.

William K. Gedge, most of whose early service was also on the Cal-Pacific, did not live to enjoy the benefits of his pension privileges. He died May 12 after being placed on the pension roll but a few days. At the time he retired he was roundhouse foreman at South Vallejo and had 48 years 8 months' service. He was first employed by the Steamer Department in August, 1874. After about three years he left the service for a short time, returning in September, 1878, as fireman and was promoted to engineer in 1883. From 1886 to 1909 he was engineer on the Shasta and Western Divisions. He was then located at So. Vallejo as road foreman of engines and since 1919 was roundhouse foreman.

John W. King entered the service as upholsterer at Sacramento in August, 1881, where he remained until June, 1916, when he transferred to Los Angeles shops. He retired May 1 after 45 years 8 months' service.

Martin Murray retires as watchman for the Steamship Lines at New York after 45 years 7 months' service. He was employed in October, 1881, as longshoreman and continued in that capacity until May, 1889, since which time he has been a watchman and sweeper.

John H. Martin, carpenter in the B. & B. Department of Western Divi-

sion, is retired after 39 years 7 months' service. He entered the service as a laborer on San Joaquin Division in October, 1887, and in August, 1896, transferred to Western Division as a carpenter.

Ernest A. Johnson, first officer in the Steamer Division at San Francisco, retires after 38 years 9 months' service. He started as a deckhand on the "Apache" in July, 1888, and worked on various steamers until 1898, when he was promoted to second officer and later to first officer. He has recently been on the Sacramento River Steamer "Navajo."

Robert F. Gittins, locomotive engineer on Portland Division, started as a fireman in March, 1898. He was a hostler at Roseburg for several months during 1901, and since January, 1902, has been a switch engineer and locomotive engineer on Portland Division, retiring with 28 years 4 months' service.

Carl Wieghele, machinist, started at Sacramento Shops in that capacity during May, 1899, where he continued until retired after 27 years 8 months' service.

Robert H. Allen, stationary engineer at West Oakland, entered the service as a locomotive engineer on

Sacramento Division in July, 1900. He was promoted to engineer in November, 1904, and continued in that capacity until March, 1907, when he transferred to Sacramento Shops. Since October, 1923, he was stationary engineer at West Oakland and retires after 26 years 7 months' service.

Abram B. Samuels, clerk and baggage man at San Pedro, has had service over much of southern California and Arizona. He started as a laborer in the B. & B. Department at Tucson in April, 1901. A month later he started work in the Tucson freight house and was later warehouseman at Cochise, Maricopa and Patagonia, Ariz. In June, 1904, he was appointed baggage foreman at Tucson, where he continued until March, 1909, when he transferred to Los Angeles Division as clerk and baggage man. He retired June 1 after 26 years 2 months' service.

Thomas J. Hanrahan, who has been towerman at various points on the Coast Division since June, 1914, is retired after 26 years 1 month's service. He started as extra gang foreman, Maintenance of Way Department at San Francisco in April, 1901. In June, 1910, he went to Los Angeles in the same capacity, returning to Coast Divi-

Recent Additions to the S. P. Honor Roll of Pensioners

Name	Occupation	Location	Service, Yrs. Mos.
1 George W. McDowell	Locomotive Engineer	Dunsmuir	48 10
2 William K. Gedge*	Roundhouse Foreman	South Vallejo	48 8
3 John W. King	Upholsterer	Los Angeles	45 8
4 Martin Murray	Watchman, SPSS Lines	New York City	45 7
5 John H. Martin	Carpenter	Oakland Pier	39 7
6 Ernest A. Johnson	First Officer	San Francisco	38 9
7 Robert F. Gittins	Locomotive Engineer	Portland	28 4
8 Carl Wieghele	Machinist	Sacramento	27 8
9 Robert H. Allen	Stationary Engineer	West Oakland	26 7
10 Abram B. Samuels	Clerk-Baggage man	San Pedro	26 2
11 Thomas J. Hanrahan	Towerman	San Jose	26 1
12 James W. Hickey	Operator	San Luis Obispo	26 0
13 James W. Blair	Helper	Sacramento	25 6
14 Daniel J. Hurley	Painter	Sacramento	24 7
15 John Johnson	Car Builder	Watsonville Jct.	20 11
16 Ah Ching	Laborer	Sparks, Nevada	20 3
17 Mrs. O. M. Clemence	Freight Clerk	Marysville	20 2

*Mr. Gedge Died May 12, 1927.



vision as section foreman the following year and later transferring to Tucson Division in that position.

James W. Hickey, who has been telegrapher at San Luis Obispo since April, 1901, retires after 26 years' service. He started in that position at King City.

James W. Blair retires as helper at Sacramento Shops after 25 years 6 months' service.

Daniel J. Hurley, who has been working as painter and assistant foreman in the B. & B. Department of Sacramento Division since April, 1902, retires after 24 years 7 months' service.

John Johnson, car builder at Watsonville Junction, retires after 20 years 11 months' service. He started as a laborer on the Coast Division in February, 1906.

Ah Ching, who has been cleaner, sweeper and laborer at Sparks since January, 1907, retires after 20 years 3 months' service.

Mrs. Olive M. Clemence, who has been continuously employed as freight clerk at Marysville since December, 1906, is retired after 20 years 2 months' service.

WESTERN RAILROADS AID IN INDUSTRIAL DEVELOPMENT

Ability of the Southern Pacific and other western railroads to adequately serve in the distribution of products and manufacturers was told by Chas. Smurr, industrial agent at Los Angeles, in an address May 7 before the Industrial Division of the California State Realtors' meeting at San Diego. He pointed out the gradual development of the railroads and the continual addition of extensive facilities to expedite the movement of traffic throughout the territory.

What's In a Name?

John—I can't find a single clam in this chowder.

Jim—That's nothing! You might just as well try to locate a set of wicker furniture in our cottage pudding.—Ex.

Tea Room Is Renovated and Newly Furnished

WOMEN in the General Office at San Francisco were treated to a pleasant surprise April 28, when the Tea Room and Rest Room on the top floor of the building were opened, completely refurnished and decorated, after being closed ten days for renovations. It was known that tinting and painting was to be done, but the new wicker furniture, drapes, framed colored prints and pictures, and linoleum in the main lunch room, together with drapes, couch and chair covers of striped monk's cloth in the Rest Room, were a complete surprise.

Included in the new furniture are 180 sturdy, well-built wicker chairs, 25 round-top tables and 8 long tables made by Blindcraft. The furniture is finished in buff with a slight touch of sage green to match the drapes, which are block prints on cretonne patterned in orange, yellow, green, and buff. Among the framed color prints and pictures are several attractive European railroad posters.

In the kitchen heavy coats of white enamel wash paint adds much to the lighting effect. The coffee urns have been remodeled and the kitchen newly stocked with chinaware, being the same orange blossom design used on the Company's dining cars.

The opening day was quite a gala occasion, flowers being furnished for the tables by Mrs. Shields, Mrs. Gammon, Mrs. Miller and Miss Lane. Many compliments were extended Miss Julia Evans, who is in charge of the Tea Room, and, during the following week, many letters of appreciation to Miss Evans and the management were received from women in the various departments and offices.

Typical of the many letters is the following signed by twenty-seven women of the Law Department, and addressed to President Sproule, General Manager Dyer and E. B. Leavitt, who supervised the changes:

"As the one point of contact for the women employees, the Tea Room has

always been held in high esteem. We feel that the generosity of the Company in maintaining the Tea Room and in financing these improvements, and the cooperation of Miss Evans in planning and supervising them, should receive grateful acknowledgement by those for whose comfort and convenience so much time, labor and money have been spent."

In December, 1912, when Miss Evans opened the Company's first Tea Room in the Flood Building, there were thirty visitors the opening day. When the present Tea Room was re-opened on April 28 more than 500 women ate their lunches in the room. There are at present about 950 women employed in the General Office building.

Coffee and tea, milk and sugar are provided free. Many bring their lunches already prepared. For those who wish to cook quick dishes, there are electric toaster stoves and steam tables. Fruits and ice cream may be purchased at cost prices. As Tea Room attendant, this part of the work is handled by Mrs. Margarette Brown.

Adjoining the Tea Room is the Library, and, during the time the other rooms were being renovated, Miss Evans took advantage of the opportunity to restock the library shelves with current fiction. There are now more than 4000 volumes in the library, which include many technical and general books on railroad subjects as well as the most popular fiction. The Library is open to the men as well as women employees.

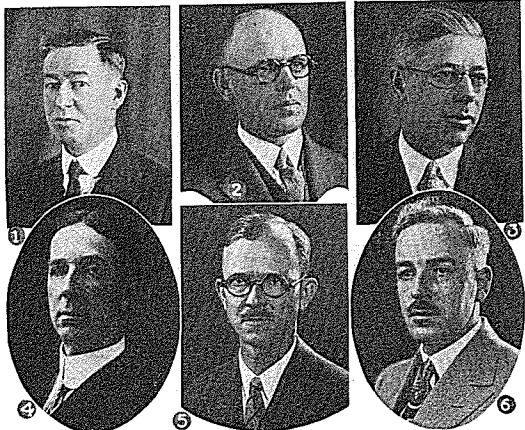
New chairs have also been added to the Library furniture. Several tables formerly used in the Tea Room have been painted green and placed on the roof, which opens off the Tea Room. This open-air lunch place will be popular during the summer months.

Saving Wear and Tear

Sandy MacPherson, after being shown to his room in a hotel, looked from the window and noticed a large illuminated clock in a tower across the street. He stopped his watch.

—The Great Western Magazine.





Appointments recently made in the Passenger Traffic Department. (1) F. S. Howard and (2) N. Kinell, who have been made assistant passenger traffic managers with jurisdiction over Pacific Lines; (3) Garnett King, now assistant passenger traffic manager in charge of the newly created Central District; (4) E. E. Wade, advanced to assistant passenger traffic manager; (5) K. C. Ingram, who takes the position of general advertising agent; and (6) W. I. Quinn, now chief clerk to Assistant Passenger Traffic Manager King.

Promotions Made in Passenger Dep't.

EFFECTIVE May 1, F. S. Howard, assistant to the passenger traffic manager, and N. Kinell, general passenger agent at San Francisco, were promoted to the positions of assistant passenger traffic managers with system jurisdiction.

At the same time Garnett King, assistant to the passenger traffic manager, was promoted to assistant passenger traffic manager and placed in charge of the Central Passenger District.

The last named appointment is designed to give closer supervision to the affairs of the Central District and is a move toward increased efficiency in both solicitation of traffic and in the service rendered the public in that district.

E. E. Wade, assistant general passenger agent at San Francisco, is promoted to the position of assistant to the passenger traffic manager, and K. C. Ingram, advertising agent, is promoted to the position of general advertising agent.

Headquarters of these newly-appointed officers will all be at San Francisco.

Mr. Howard has been in the General Passenger Department at San Francisco since March, 1900, and until his promotion to assistant general passenger agent in December, 1929, held the position of chief rate clerk. He was appointed assistant to passenger traffic manager in July, 1925.

Mr. Kinell came to the company as a stenographer in the Passenger Department at San Francisco in 1901 and was later secretary to assistant

general passenger agent and to passenger traffic manager. He next was made chief clerk in the General Passenger Department and then was promoted to assistant general passenger agent. In November, 1924, he was appointed general passenger agent at El Paso and returned to San Francisco as general passenger agent in July, 1925.

Mr. King came to Pacific Lines in November, 1924, as assistant to passenger traffic manager from the El Paso and Southwestern, where he had been assistant traffic manager. He commenced railroading in 1900 as bookkeeper and paymaster with the Arizona & New Mexico. He went to the E. P. & S. W. in 1909 and was subsequently traveling freight and passenger agent, general agent at El Paso, assistant general freight and passenger agent of the system, general agent at St. Louis, general passenger agent at El Paso and assistant traffic manager at San Francisco.

Mr. Wade entered the service in February, 1882, as a clerk in the Passenger Department at San Francisco and was promoted to chief clerk of the department in January, 1888. He advanced to his recent position of assistant general passenger agent in March, 1911. At one time he was president of the Pacific Coast Traffic Association and was charter secretary of the San Francisco Transportation Club.

Mr. Ingram came to the company as editor of the Bureau of News in June, 1921. He was promoted to assistant manager of development in

June, 1925, and was appointed advertising agent in June, 1926.

W. J. Quinn, head clerk of the solicitation bureau at San Francisco, has been promoted to chief clerk in the office of Mr. King, and M. A. Peck, assistant colonization agent, has succeeded to the duties formerly handled by Quinn with such other work as may be assigned to him.

Mr. Quinn started in the Passenger Department as a messenger in April, 1911. He held various clerical positions until 1918, when he spent several months in military service, returning in January, 1919, as file clerk. He was advanced through various bureaus and in August, 1923, was appointed head clerk of the Claims Bureau and to chief of that bureau a few months later. Since November, 1926, he has been head clerk of the Solicitation Bureau.

SAN DIEGO SENDS FIRST SOLID EXCURSION TRAIN

The first solid train to leave San Diego as a "Back East" excursion special left that city over the San Diego & Arizona Railway May 22. The train was called the "Sunshine Special" and for several weeks before its departure received wide publicity through the efforts of A. D. Haganman, assistant general freight and passenger agent. The special was accompanied by W. A. Douthett, city freight and passenger agent.

Employees of the S. D. & A. outside the ranks of the regular traffic solicitors, added their forces in attracting interest to the special and in furnishing the traffic men with live tips. A meeting of employees was held in the San Diego local freight house on April 22, when ways and means were discussed for obtaining more business in connection with the summer excursion rates. More than a hundred were in attendance, all departments being well represented, particularly the mechanical, car shops, purchasing and stores departments. Talks were made by Mr. Haganman; T. F. O'Connell, who acted as toastmaster; Auditor L. J. Masson; Treasurer W. G. Daniels; Purchasing Agent F. J. Lantry; and General Passenger Agent F. E. Watson of Los Angeles.

BOOST "OUR ROAD" IS PLAN TO GET BIGGER BUSINESS

The spirit that brings business to a railroad is strikingly expressed in a letter just received by the Bulletin from G. C. Foreman, section foreman at Coyote Wells on the San Diego and Arizona Railway and for many years employed by Southern Pacific.

Starting with the suggestion that he would like to see more material about the S. D. & A. in the Bulletin, Mr. Foreman goes on to say that "our S. D. & A. is one of the most important S. P. connections; that it is up-to-date and efficient in every respect, and that Safety First is the first rule of operation."

"Let the S. D. & A. man write some one back East about our road," urges Mr. Foreman, "and you will see results."

June, 1927

High Class Stock on Commissary Shelves

By CHRIS A. RIUSSET
West Oakland Store Commissary

SITUATED inconspicuously on 5th and Kirkham Streets, Oakland, with nothing to distinguish it from the other warehouses located in that quarter, is a building which houses the most important unit of the Dining Car, Hotel and Restaurant Department of the Southern Pacific. It is the General Store Commissary, and it is here the whole of the system from San Francisco to Portland on the north, Ogden, east, and Los Angeles and San Diego south, as well as all the railway clubs, hotels and restaurants along the line, draw their bulk supplies.

This warehouse is divided into three sections, one for groceries, one for tobacco, cigars, linen and silver, and one for all the crockery and glassware used in the service.

The grocery section takes up nearly seventy-five per cent of the space and comprises all goods purchased and delivered in car lots such as flour, sugar, raisins and cases of condensed milk, and vegetables, as tomatoes, pineapple, pears, blackberries, all of the best known brands and produced in territory served by Southern Pacific.

In this department, also, we find brooms, the product of the blind association of San Francisco, showing that the Southern Pacific is not unmindful of those unfortunates who have been denied the benefits of God's glorious sunshine. Also, we find the world-famed California, as well as French and Italian olive oils, Russian caviar so dear to the heart of the gourmet, real Indian gunny powder imported from Bombay so that the apoplectic, choleric old resident of India's coral strand shall not be deprived of his beloved curry and rice. Camembert cheese is also included in the stock, being specially imported for the benefit of European travelers. In fact, in this department, it would be hard to find anything missing that the most ardent follower of Lucullus could desire.

The crockery department is fully supplied with all the necessary dishes, cups, saucers, plates, glassware that are required for the service. This ware is constantly being replaced, as the policy of the Company is to allow no cracked or chipped article to be used. This is an excellent policy and one which could be well followed out by numerous hotels and restaurants. Nearly all of this ware is manufactured in the United States specially for the Southern Pacific and has the crest of the Company inscribed on it.

The third section is devoted to cigars, cigarettes, silverware, and also includes candies, wafers and cooks' clothing, sheets, blankets, towels, napery and kitchen utensils for dining cars, commissaries, restaurants.

In this department all the high-priced cigars, cigarettes, as well as those more moderately priced are to be found. Again the wisdom of the Company is shown by this, which enables the millionaire to have his tastes satisfied as well as those of people in more moderate circum-

stances. The napery used by the Company is of the very finest, being all imported from Ireland, it being recognized that nowhere in the world is any napery produced that can compare with that of the Emerald Isle.

The sheets and towels are the product of some of the leading manufacturers of this country well known for the high standard of their goods. In addition to these items there are many others which pass through this store, all of which go to make the high standard of service of which the D. C. & H. R. department is rightly proud.

A slight idea of the volume of business which passes through the general store commissary may be gained from the fact that the value of supplies handled each month averages \$50,000. The staff who so efficiently handle this work is composed of six men—a storekeeper, general clerk and four store men. These latter have all had experience ranging over years. One man has experience covering upwards of 35 years in wholesale gro-

ceries. The other two have not quite as long experience, being younger men.

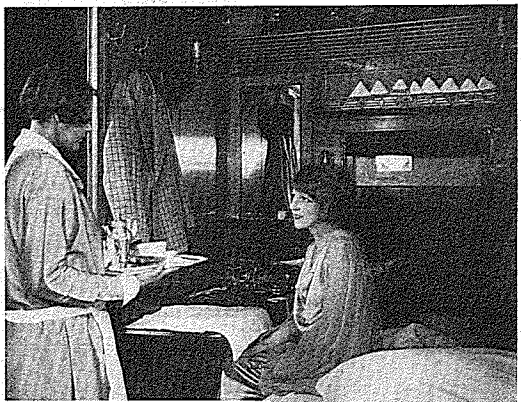
The storekeeper, C. L. Unger, has been with the Company a matter of twenty years in various capacities and as steward on dining cars, buyer, etc. The general clerk has upwards of ten years with the Company at the West Oakland Commissary.

The writer, who has lived and traveled over the seven seas and flatters himself he is in a position to judge from what he has seen, herewith makes this unqualified statement, that, taking it all around, the Southern Pacific Dining Car, Hotel and Restaurant Department can show as good if not a better record for efficiency and service, not forgetting courtesy to the traveling public, as any in the world.

ESSAY ON PRUNES

Otto P. Reiss, supervising chef for the Company, certainly knows his prunes. In competition with sixty-five thousand contestants, Reiss recently won second prize in a contest for the best letter about California prunes. The contest was conducted by the California Prune Producers.

Over Night Bed Room Cars on the "Lark"



This fair traveler is enjoying her breakfast in the privacy of her room aboard the Lark, the Company's fast train between Los Angeles and San Francisco. This new type of Pullman car was placed in service May 1. These cars each contain fourteen single rooms, having a spring and mattress bed and complete toilet facilities. The beds displace the berths and are thirty-two inches wide. Silk coverings add a touch of distinction. A handy blue light night lamp is over the bed. Toilet facilities include a compactly arranged washstand which when closed has the appearance of an upholstered chair. When the back is folded down the bowl and dental faucet can be used with hot or cold water. The heating and ventilating system is individual for each room so that passengers can regulate temperature to suit their own preference. Thermos bottle, mirror, glass shelf and small folding table are included in the furnishings. The rooms are finished in soft colors with paneling and fringes.

Page Nine

SLATER AND GARDNER STEP UP
INTO NEW POSITIONS

Effective May 1, Fred E. Slater, who has been chief clerk in the office of general manager and first assistant general manager at San Francisco since July, 1923, was appointed Supervisor of Transportation with headquarters at San Francisco. R. N. Gardner succeeded Slater as chief clerk.

Slater entered the service in 1910 as a clerk in the Superintendent's office of Western Division after a few years' service on the Atlantic System. He became assistant chief clerk to Superintendent of Sacramento Division in April, 1915, and in October, 1917, was transferred to the same position on Tucson Division. From April, 1918, to December, 1921, he was chief clerk to Superintendent J. W. Fitzgerald of Shasta Division and prior to being appointed to his recent position in the general manager's office was chief clerk in the San Joaquin Division office.

Gardner came to the Southern Pacific in 1911 as chief clerk at Bakersfield after eight years' railroad experience on other lines. He started as a telegraph operator on the Chicago Burlington & Quincy in 1903, and was subsequently yard and general clerk and clerk to general auditor for the Union Pacific; stenographer, accountant, chief clerk to master mechanic, and brakeman for the Rock Island; in the railroad department of Cudahy Packing Co.; and clerk and secretary to general superintendent of Tonopah & Goldfield Rd. After a year at Bakersfield for the Southern Pacific, he went to Tucson as chief clerk to master mechanic. The following year he transferred to the Accounting Department at San Francisco; then to Portland, where he was secretary to the superintendent and assistant chief clerk before returning to the General Office in 1917 as assistant clerk in the General Manager's office. He was later general clerk, and in 1924 was appointed assistant chief clerk, which position he held when promoted to chief clerk May 1.

SEVERAL CHANGES ARE MADE
AMONG TRAINMASTERS

With the creation of a new trainmaster district on Western Division, which has been assigned to G. D. Wright, formerly at Truckee, at Suisun, a number of transfers and promotions have been made among trainmasters.

V. S. Burnham transfers from Tuc-

Guy V. Shoup Now Head
of Legal Dept't

GUY V. SHOUP, general solicitor, has been made head of the Legal Department, succeeding the late Wm. P. Herrin. The title of chief counsel



GUY V. SHOUP

and vice-president, formerly held by Mr. Herrin, has been abolished and Mr. Shoup will retain his present title.

Mr. Shoup has been with the Southern Pacific since October, 1896. Since that time he has been in the Claims Department, assistant land attorney, attorney for Southern Pacific in Nevada, attorney for the Company at San Francisco, general solicitor for the United States Railroad Administration, and general attorney at San Francisco before being appointed general solicitor in January, 1926.

C. W. Durbrow, who has been an attorney for the Company since January, 1903, has been appointed valuation counsel. C. O. Amonette, valuation attorney, and Harry H. McElroy, assistant valuation attorney.

son Division at Yuma to take the trainmaster position at Suisun. J. M. Trefern is promoted from assistant trainmaster at Sparks to trainmaster at Yuma.

C. G. Tandy, who has been trainmaster at San Joaquin Division since September, 1918, has been appointed to the same position at Tracy. Stanley H. Bray returns to San Joaquin Division as trainmaster at Mojave, and his former position at Carlin has been taken by T. W. Cardwell, who is promoted from assistant trainmaster at Truckee. E. D. Pearce is now assistant trainmaster at Truckee. E. D. Lovell, formerly division examiner at Sacramento, was appointed assistant trainmaster at Susanville.

BOUCHARD AND BEVIS GIVEN
TRAFFIC PROMOTION

L. C. Bouchard, formerly general agent at Memphis, has been appointed office manager of Traffic Manager E. W. Clapp's office at Chicago, following the resignation of M. J. Curry, and C. A. Bevis has been appointed general agent at Memphis.

Mr. Bouchard has been general agent at Memphis for seven years. He entered the service of Louisiana Lines as a clerk in June, 1900, and was subsequently employed as yard clerk, claim clerk, rate clerk, station accountant, cashier, telegraph operator and local agent until August, 1911, when he was promoted to chief clerk to division freight and passenger agent at Lake Charles, La. From then on he made steady advance in the traffic department, being traveling tariff inspector of Louisiana Lines, traveling freight and passenger agent, commercial agent at Little Rock, and during the war was connected with the Steamship Lines at New Orleans. At termination of Federal control, he was appointed general agent at Memphis.

Mr. Bevis began his railroad career with the Pennsylvania Lines as a messenger at Cincinnati in 1911. Later he was stenographer and assistant car distributor. For a year he was passenger agent for the Chicago & Northwestern before entering the service of the Southern Pacific at Cincinnati, where he was subsequently stenographer, rate clerk, freight agent, traveling freight and passenger agent, and, at the time of his recent promotion, was district freight and passenger agent.

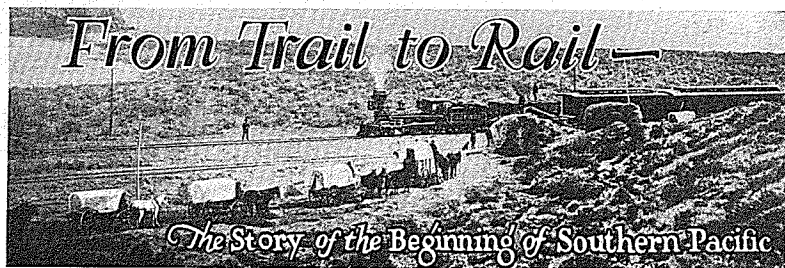
TALK ON TRAVEL GIVEN CLUB
BY S. P. CONDUCTOR

The Fifty-Fifty Business Men's Club of Oakland, Calif., at a meeting of that organization at the Athens Club May 12, was entertained by W. J. O'Neill, passenger conductor of the East Bay Electric Division, who presented a travelogue dealing with a trip through the South to New Orleans.

O'Neill has developed a talent for travel tales, illustrated with his own sketches. In his recent talk he took his listeners on a trip over the Southern Pacific's Sunset Route to New Orleans. He presented the subject so interestingly that he has been invited to address the organization again.

L. C. Bouchard

C. A. Bevis



(Continued from last month.)

THE Central Pacific was built and operated to Clipper Gap, 43 miles from Sacramento, in January, 1865. It was not until July 10, 1865, that the first rail was laid on the Union Pacific.

September, 1865, the Central Pacific was open to Colfax, 55 miles from Sacramento, and the construction forces, growing in numbers daily, were swarming over the steep places still to be conquered between there and the summit. Grading above Colfax began August 1, 1865, and before the end of the year the battle with the Sierra was on in earnest. The increase in the working force made it possible to extend the line of operations to the very summit. Camps were established at all the tunnels and heavy points. Work was begun at both ends of the summit tunnel.

The elements, which had been so kind the previous winter, when lack of money made it impossible to work on a large scale, now joined the forces of opposition. Snow in the mountains stopped work on the tunnels;

heavy rains made the roads below the snow lines impassable for wagons. Supplies for the men at work on the grades had to be transported by pack trains. End of the track was at Colfax. Passengers for Virginia City made the journey from Colfax by stage. This winter, however, the rain converted the clay soils of the foothills into a mire that made staging impossible. One of the stages got stuck in the mud and was left standing in the streets of Gold Run for six weeks. Passengers for Nevada points were carried by saddle train from the railroad at Colfax to Dutch Flat, where the road previously built by the company furnished good footing for the stage horses.

At the end of 1865 Chief Engineer Montague was able to report "most satisfactory progress" in the work of construction. The beginning of the year had found little work completed above Newcastle, except the heavy cut at Bloomer Divide.

This cut, just below Auburn, on what is now the westbound track, was one of the most tedious jobs of the early construction. The cut, 85 feet deep and 800 feet long, was through

a formation of cemented boulders, every foot of which had to be "choked" with Black powder, the only explosive held at that period, loosened the formation but little at a time.

The steep sides of this rock strait stand today as if the builders of the road left them. The cement that dulled drills and broke picks nearly sixty years ago, shows no more signs

Now 37—"Present facilities afforded by your road and the connecting stage lines for the accommodation of travel across the mountains are unequalled upon any other route."

"Persons traveling by the Central Pacific Railroad and the Dutch Flat and Donner Lake wagon road reach Virginia City in from 4 to 5 hours less time than by any other line. Since the California Stage Company placed their coaches upon this line in July last, the average time for the trips from Sacramento to Virginia has been but 72 minutes."

"This road, which was commenced in 1863 and completed in June last (1864), is by far the best road yet constructed across the mountains. It accomplishes the ascent of the western slope of the Sierra in a much lighter maximum grade than it has heretofore been deemed possible to attain within the limits of expense which such an enterprise would justify. It is constructed in the best possible manner and is everywhere wide enough for teams to pass each other without difficulty."

"Commodious hotels have been erected along the route and preparations are being made to keep the road open during the winter. (Report Chief Engineer, December 1864.)"

Notes 38—"This was one of the heaviest pieces of grading on the first division and involved making a cut more than 800 feet in length through solid cement to a depth of 63 feet. Every foot of the way through this opening had to be blasted with gunpowder. The grading was completed in 1864."

Notes 39—"When mountain construction was at its height more than 500 kegs of powder a day were used by the builders. When the work began powder cost \$2.50 a keg. During the period that the greatest quantity was being used the price advanced to \$15 a keg."

In the use of powder as in many other operations connected with building the railroads, the builders had no precedents to guide them and very often a great deal more was used than necessary. It was not until they had a number of cases blasts were so heavy that material was blown away from which the engineers had depended for fire."

In the vicinity of Cisco the rock was so hard that it seemed impossible to drill into it a sufficient depth for blasting purposes. Shot after shot would blow out as if fired from a cavity."

Nitro-glycerin was invented in 1846. It was not produced commercially until 1862 (in Sweden). It was this was available for use on the Central Pacific."

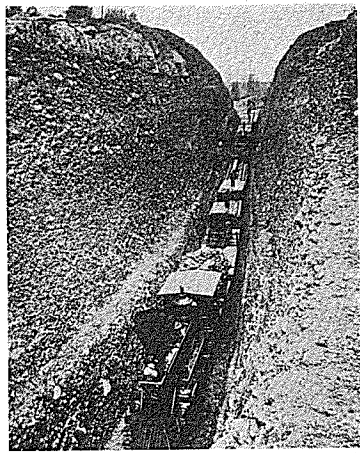
The builders established a nitro-glycerin factory at the summit tunnel, diverting sulfur and sulphuric acids being hauled by team to the factory depth for blasting purposes. Nitro-glycerin was used on the Summit tunnel and the two tunnels to the eastward, but its use was abandoned after a disastrous explosion when Charles Crocker ordered them to "bury that stuff."

NOTE 36—From Secretary's Report of November 25, 1865.					
RECEIPTS FROM JANUARY TO OCTOBER, 1865, INCLUSIVE					
Month	Wharf	Mail	Express	Passengers	Freight
Jan.	\$156.66	\$200.00	\$4,827.51	\$5,496.72	\$11,040.89
Feb.	516.66	200.00	4,503.25	5,257.64	10,479.55
Mar.	516.66	200.00	7,404.50	7,239.10	15,350.26
Apr.	516.66	200.00	7,102.85	12,256.67	20,076.18
May	168.27	72.72	8,331.10	13,867.79	22,739.36
June	305.75	666.66	11,242.65	12,947.34	26,162.07
July	781.37	700.00	10,388.75	23,813.26	35,633.38
Aug.	170.93	700.00	16,428.00	39,268.49	56,567.42
Sept.	989.47	902.22	19,926.05	48,484.83	60,302.62
Oct.	1121.91	933.33	17,597.75	45,272.35	65,925.34
					\$313,404.07
OPERATING EXPENSES FROM JANUARY TO OCTOBER, 1865, INCLUSIVE					
					\$7,564.67
Repairs of Locomotives, including alterations.....					5,542.77
Repairs of Cars, including alterations.....					23,278.32
Repairs of Trucks, ordinary and extraordinary.....					9.38
Repairs of Bridges.....					15,853.87
Locomotive service (engineers, firemen, wood, water, oil and waste).....					18,828.02
Station service (agents, clerks, laborers, etc.).....					2,155.61
Wharf service.....					400.00
Mail transportation.....					1,333.35
Stationery and Printing, including Advertising.....					341.12
Loss and damage to freight.....					761.72
Damage to persons and property.....					2,489.04
Overcharges and Commissions on Freight.....					5,666.66
U. S. Revenue Tax.....					619.21
Office expenses.....					6,850.42
Train service (Superintendent, Contractors, etc.).....					25.00
Repairs of Buildings.....					793,448.77

Expenses, 29 82-100 per cent. of receipts.

From January 1st to May 13th, the trains ran to Newcastle, 31 miles; from May 13th to June 10th, to Auburn, 36 miles; from June 10th to September 4th, to Clipper Gap, 42 miles, and from September 4th to Colfax, 55 miles.

This statement shows a gratifying increase of business and verifies the correctness of the estimates made by the Acting Chief Engineer, set forth in his report of October 8, 1864."



Early construction train of the Central Pacific passing through the famous Bloomer Cut between Auburn and Newcastle shortly after the line was opened east of Newcastle in 1867. Bloomer Cut was one of the best examples of grading encountered in building the first line over the Sierra. The cut, 85 feet deep and 300 feet long, was across a formation of boulders, every foot of which had to be "shot" with black powder.

of disintegration than if the cut had been carved out of solid granite.

The end of the year found 25 miles more of difficult construction completed. Trains were running to Colfax, 64 miles from Sacramento and grading of the 15 miles between Colfax and Dutch Flat was two-thirds completed. Cape Horn, into the steep side of which the grade was carved, had proved less difficult and expensive than anticipated. Here the line was thrown into the hill sufficiently to form the roadbed in solid cutting, except in two points where, for a distance of 100 and 200 feet respectively, heavy retaining walls had to be built.

It was at Cape Horn that workers were lowered over the cliff in "bosun's chairs" and did the preliminary cutting suspended 2500 feet above the American River. The track around Cape Horn has now been abandoned and the trains go through a tunnel, of which railroad men have given the name "Panama Canal."

It had been the original plan to bridge the deeper ravines and gaps between Newcastle and Colfax with timber structures. Whenever possible, however, embankments were built instead and in an entire stretch of 25 miles over much broken country the only wooden structures were the Newcastle trestling, 60 feet high and 500 feet long; a smaller structure near Auburn, 33 feet high and 400 feet long; two of the same height at Lovell's Gap; one near Clipper Gap station, 50 feet high and 400 feet long; two in Clipper Ravine 593 feet high and 350 and 500 feet long respectively.

spectively, and one trestle of four bents at Lower Illinois Town Gap.

The rolling stock of the Central Pacific at that time consisted of six locomotives, six first-class passenger cars, two cabooses, one baggage and express, thirty-nine box and freight cars, and sixty-five platform cars. The line in operation had been inspected that year by George E. Gray, who had been chief engineer of the New York Central, and from him the declaration that it compared "most favorably in every respect with any railroad in the United States" and that "the roadbed and mechanical structures are well constructed, the ample provision being made for drainage, the cross ties are of redwood and the whole laid with a rail of 60 pound weight per yard and set in wrought iron chairs. Locomotives, cars are all of the first quality and of the best material and are maintained in good order."

The year 1866 found the builders of the Central Pacific in a position to make haste on a large scale. They had already overcome certain difficulties, they were operating the railroad over steep grades; they knew from victories won that they could conquer the Sierra and they also knew that if they would make much progress beyond the California line before the Union Pacific reached there they must make haste over the mountains.

CHAPTER XVI Working Summit Tunnel from Four Faces. Hauling Hoisting Engines Over Trails.

Early in 1866 it was decided to work the summit tunnel, which was to be 1659 feet long, from four faces. The work had already begun at the east and west portals, the headings having been started in August of the previous year. In order to begin work from the center it was necessary to sink a shaft. This was driven through rock so hard that seven inches a day was all the progress they were able to make. On December 19, 1866, the shaft was deep enough to begin the laterals and it took a year from then to complete the tunnel.

In connection with this summit shaft, we have a record of how they got a hoisting engine to this elevated location where there were not even trails. A small Hinkley engine that had been used by the Sacramento & Placerville Railroad Company was se-

cured for this purpose and the motive power department directed to move it from Sacramento to the summit.

The engine was dismantled at Sacramento, everything being taken from it to lighten the weight. It was then taken on the line to Gold Run, which was the end of the track. Here it was jacked up, wheels taken out and by the use of traveling jacks moved 14 inches at a time to a logging truck, a clumsy contrivance with wheels two feet wide, so designed to travel the muddy roads of the rainy season. After the engine had been bolted and braced on the truck, "Missouri Bill" hitched his ten yoke of oxen and the "black picked goose," as they called the stripped locomotive, was on its way to the summit, with Chief Wagonmaster L. P. Pratt in charge. We'll let J. O. Wilder, a S. P. pensioner, who got the tale from Missouri Bill, tell the rest of the story:

"Goose" Scares Teams

"All went well until a half-mile east of Dutch Flat. Here the engine received its first cussing, for she had been the cause of a stampede of a ten-mile team. Anybody familiar with mules knows that when they start something they usually finish to a queen's taste with a lot of broken gear."

"From that day on the 'black goose' raised a rail of 60 pound weight per yard to the dread spectacle passed speedily into the back country and it was with fear and trembling that those in charge of emigrant trains of prairie schooners tackled the trails in that vicinity. There was trouble every day while she was on her way up the mountain. Even the stage coach horses would balk at the sight of her. We finally resorted to the expedient of blindfolding the mules and horses that had to pass because we found that whenever they caught a glimpse of the locomotive they took either to the hills or the ravines, which ever looked best to them at the moment, and were not particular what they took along with them. I will give the mules credit, however, that before starting they did their best to kick everything loose. The blindfolding device was suggested by Wagonmaster Pratt, who also offered the services of his teamsters to help lead the hooded animals past the scare-crow."

After that the only serious sufferers were the traveling men, who were too busy to listen to advice. It mattered little whether it was a young team they drove or an old pair of skates traveling along with their heads down, one look at the 'goose' and they forgot everything and dashed away for the hills.

"The farther up the mountain we got the steeper became the grades and the softer the roads. Wagonmaster Pratt took no chances and for long stretches would build a regular corduroy road. Sometimes the grade would be too heavy for the oxen and the company's fast freight teams which were used by the Sacramento & Placerville Railroad Company was se-

yond the mountain would be requisitioned to help.

"After crossing the divide above Emigrant Gap the road to Crystal Lake was down grade. Because of the great weight of the locomotive this proved the most difficult part of the journey. With heavy logging chains and chain tackle fastened to the big pine trees, the 'black goose' would be lowered down the grade as far as the tackle would permit. Then the engine would be blocked, and the tackle changed and so on until the bottom of the grade was reached."

"The 'black goose' finally reached Heatonville, now Lower Cisco, where it caused great excitement. From there to the summit was up grade. This last leg was practically clear sailing except for crossing the upper and lower outlets of Kids Lake or the Cascade, as it is now known, and crossing the Yuba River and Drivers Creek, the bridges over which had been rebuilt to take care of the 'goose.'

"Everything was ready when the summit was reached. The engine was jacked up and placed on a timber, and soon was ready to pay with interest the cost of her coming. The journey occupied six weeks. All this was told to me by Missouri Bill, the bullwhacker."

How they worked on the tunnel is indicated in a statement from Wilder, who was then in the civil engineering corps. When we reached the summit with the location line in August, 1866, the engine was running the hoisting works in the shaft which, at this time, was down nearly 90 feet. The engineers were Con Collins and George Gifford. They worked 12-hour shifts—no firemen and no Saturday afternoons or Sundays off."

Speed Tunnel Work

To cross the Sierra fifteen tunnels were driven altogether. The longest was the summit tunnel. Work on the tunnels had been stopped entirely during the winter of 1866-1867. To avoid another such delay, John J. Gillis, the engineer in charge of that work, kept three shifts of men at work day and night on the approaches of the tunnels during the summer of 1866. One night in the autumn he stumbled over two miles of rough mountain trails and laid out the east end of tunnel number 12 by the light of a bonfire. Before midnight the men were at work.

When winter began the headings were underground so that the work could go on uninterrupted, though it was necessary to dig snow tunnels 200 feet long to keep the entrances open. That winter there were forty snowstorms, in some of which ten feet of snow fell.

While the work was going on in the tunnels the construction of the line below continued from Colfax. It was opened to Secret Town. July found trains running into Dutch Flat, connecting there with the stage lines for Nevada. The trains kept on their way. October found the end of the track at Cisco and the builders driving through the granite barriers

JOHN STUHR WAS ANOTHER OF SOUTHERN PACIFIC'S 49ERS

John Stuhr, formerly general car foreman at Ogden, is one of Southern Pacific's 49er pensioners who was not included in the feature article appearing in the Bulletin last month.

Mr. Stuhr was retiring in September, 1924, after a continuous service of 49 years 11 months. The early part of his railroad career was spent on the Union Pacific, on which line he started as section hand at Pine Bluff in October, 1874. A year later he was call boy and car builder apprentice at Cheyenne. Then followed several years' service as carpenter and B. & B. foreman until September, 1894, when he was appointed car foreman at Sparks, which position he held for four years at Ogden. He was gang foreman at Roseville for two years and then car foreman at Tracy, Sparks and Mina before being promoted to general car foreman of Salt Lake Division at Ogden in February, 1916.

At the time of his retirement he was one of the most popular men at the shops in Ogden and was widely known in the Sacramento and Salt Lake divisions. He is now living at Sacramento.

that blocked the twelve miles to the summit. The rock through which the Sierra tunnels were driven offered a fearful obstacle to hand drills and black powder. So hard was the rock in many places that the explosives shot out of the hole like charge from a gun without disturbing the solidity of the surrounding rock.

Being glycerin was invented in 1846 but not produced commercially until 1862 and that in Sweden. None of this Swedish product was available for use on the Central Pacific. The builders for a time manufactured nitroglycerin near the summit tunnel. The glycerin and nitric and sulphuric acids were hauled by teams to the factory. Some of this product was used on the summit tunnel and on the next two tunnels to the east, where the rock was particularly hard. This new explosive was greatly feared by the workers, although the Chinese became skillful in using it. It was considered too dangerous for general use and, except in the mountain tunnels, was not used on Central Pacific construction.

No Dynamite

Dynamite was invented in 1866 but none was useful in the Central Pacific railroad work.

There still exists visible evidence that these early builders did pretty well with black powder. Far out in Nevada, where the granite and gneiss rocks that were blown from the right-of-way in 1866. There were many instances where the too prodigal use

of black powder upset the plans of the engineering department.

The winter of 1866-1867 was very severe. The total snowfall was forty feet and snow averaged eighteen feet deep on the level near the summit. This stopped all work except in the tunnels and there only under great difficulties. Snow came early and stayed late. In March, 1867, there was still fifteen feet of snow in Summit Valley. When the snow began to go the builders had to face the new danger of snow slides. During the spring of 1867 some of these slides above Alta carried away a number of buildings and completely destroyed a large trestle near Cisco. It was when the snow stopped outside work on the mountains that Charles Crocker and his force undertook and carried out a task that still stands as a big thing among heroic achievements."

(To be continued next month)

Note 40—At the end of that year (1867) we were over the top of the mountains and nearly half way to Salt Lake City. The cost of building over the mountains was so much less than we had expected that the construction company found itself with a surplus from the proceeds of the subsidy bonds, so that for a short time we were in greater distress than ever for money. To add to our embarrassment the fact that had reached the dividend point brought the barbed down on us from outside and led to dissension among ourselves. (From Sidney Dillon's "Last Spike.")

H. E. HUNTINGTON, FORMER S. P. EXECUTIVE, DIES

Henry E. Huntington, retired railroad executive and nephew of Collis P. Huntington, one of the "Big Four" builders of the Central Pacific, died at his home in Philadelphia, May 25. His condition had been gradually failing since a recent operation.

Mr. Huntington had been a director of the Southern Pacific Company from April, 1892. He retired from active connection with the Company in June, 1904.

The former railroad executive was a famous collector of books. In his home in Pasadena he has said he has owned one of the finest private libraries in existence. He was the principal owner of the Los Angeles Railway. He was born at Oneonta, New York, February 27, 1850.

SACRAMENTO STORE SONGSTERS ENTERTAIN VETERANS

A group of Sacramento Store Department employees journeyed to Palo Alto May 1, where they entertained patients in Ward 8 of the U. S. Veterans' Hospital with a program of songs. The Store Department quartet, composed of Howard Harter, first tenor; Arthur A. Ready, second tenor; D. Harris, baritone; and L. James, bass, was the main feature of the program. Ed Devine sang several solo songs, accompanied by Joseph Thorp, who is also pianist for the quartet. P. J. Mockenhaupt, accompanied by Mrs. Mockenhaupt, concluded the program, with several songs. Civic leaders and card were distributed to the veterans, and "Scotty" Harris brought some good laughs with his favorite stories.

S. P. Safety Work is Held As an Example

SOUTHERN PACIFIC'S accomplishments in accident prevention and life saving through the Company's safety policy and activities of the division and shop safety committees, is cited in the annual report of Dr. T. B. W. Leland, coroner of the city and county of San Francisco, as an example of what some corporations are doing in this important work.

The Southern Pacific first began the installation of automatic block signals in 1885," Dr. Leland's report states, "and was among the first, if not the first, railroad in the United States to install automatic block signals. Today it has 4297 miles of track equipped with these signals and has the largest mileage equipped with automatic block signals of any railroad in the world.

"Expenditures for installation and maintenance of these automatic block signals from 1885 to December 31, 1925, totaled \$9,750,000.

"As indicating the value of these signals in respect to safe operation and the progress made in accident prevention, it is interesting to note that in the last three years the Southern Pacific transported 123,451,081 passengers a cumulative distance of 4,765,549,191 miles without fatality to passengers in train accident:

"No passenger has lost his life in train accident on the Southern Pacific in the last five years. In other words, the factor of safety to passengers on the Southern Pacific is that a passenger may travel a distance equivalent to 314,051 times around the world without danger of loss of life in train accident.

"The efficiency of the automatic block signal and work of accident prevention on the Southern Pacific is further attested by fatalities to employees in train accidents:

Year	Emps.	Killed in Tr. Ac.	Tr. Miles
1923	4	86,797,215	
1924	4	156,043,943	
1925	8	41,306,167	
	16	116,933,425	

"In this connection it is also interesting to know that, with an average of nearly 60,000 employees for each employee killed in train accident during the last three years, a train was run 8,953,340 miles, or the equivalent of 3581 times around the world.

"The Southern Pacific maintains an active safety organization among its officials and employees. It has 10 standing committees, composed of officers and employees, which meet monthly and deal wholly with accidents, their cause, and what is best calculated to prevent them. Members of safety committees and other employees are encouraged to make observation of unsafe conditions or practices and report same, supplemented by a safety suggestion looking to correction."

"No person has ever been honored for what he received. Honor has been the reward for what he gave."—Calvin Coolidge.

PRIZE PAPER WINS TRIP FOR STORE FOREMAN DAY

Because of the distinction won in writing one of the two best papers in a contest conducted by the Purchases and Stores Division of the American Railway Association, J. M. Day, foreman of West Oakland District Stores, was awarded a trip to attend the division's annual convention held in Chicago the latter part of the month.



J. M. Day

into by railroad employees all over the country. Day wrote on the subject, "Standardization of Equipment in the Contest was intended to stimulate interest among the younger employees in the various subjects of store department work and was entered Stores Department Reduces Stock Investment." He will read the paper on the floor of the convention and will receive special mention in the Proceedings of the Convention.

Day started with the Company at the bottom of the ladder as clerk in October, 1912, and, by his conscientious effort, worked to the position of foreman of Store No. 1, West Oakland District Store. He was promoted to local storekeeper on Salt Lake Division in April, 1913, and transferred to West Oakland in September, 1918, where he worked as clerk and store inspector until promoted to foreman.

BERNEY TAKES ANOTHER STEP ON NORTHERN DISTRICT

N. P. Berney, who has been assistant chief clerk to Assistant General Manager T. Ahern at Sacramento since that office was established in June, 1925, has been appointed supervisor of transportation, Northern District.

Berney came to Southern Pacific in December, 1913, as laborer in the West Oakland Stores. He had previously had four years' experience in mechanical, store, yard and station positions with other railroads. Soon after starting at the West Oakland Stores he was promoted to assistant foreman of signal material and, in April, 1914, transferred to the Superintendent's office at Bakersfield, where he held practically every clerical and accounting position in that office. His service was broken while in the army during 1918 and 1919. In March, 1920, he was transferred from the position of assistant division accountant of San Joaquin Division, to division accountant of Coast Division, which position he held until promoted to his present position at Sacramento.



N. P. Berney

Annual Report Shows E.M.B.A. Is Growing

THE forty-seventh annual meeting of the Central and Southern Pacific Railroad Employees' Mutual Benefit Association, held at San Francisco, May 2, found the organization in a sound condition financially with total assets of \$914,166.04 and with a membership of 7594. During the year ending May 1 a total of \$61,000 was paid in death benefits, according to the report made by Miss Julia Mott, secretary. The report showed an increase in membership and assets during the year and a decided decrease in the amount paid beneficiaries.

Before the regular meeting was called to order by President Henley C. Booth, a motion was presented and carried at a special meeting extending the corporate existence of the association for fifty years.

Directors P. W. Gates, W. C. Fitch and W. A. Westington were re-elected for the regular term of three years and C. H. Weston was elected director of the unexpired term of one year. Other directors are: B. D. Myers, A. S. McKelligon, H. G. Watrous and E. Hickman. Mr. Gates is also vice-president, and Mrs. A. C. Shaw is assistant secretary. Dr. G. R. Carson is medical director.

Annual report is as follows:

RECEIPTS	
From Dues	\$134,178.86
Interest	49,574.17
	\$183,753.03

EXPENDITURES	
Medical Examination	\$3,950.00
Commissions	1,932.25
Salaries	10,866.72
Stationery and Printing	1,058.44
Advertising	450.00
General Expense	4,251.72
Unpaid Voucher of	
April 30, 1926	5.00
	\$23,399.13
Death Benefits	61,000.00
	\$84,399.13

Cash Account to April 30, 1927	
Balance April 30, 1926	\$801,887.22
Interest for year ending April 30, 1927	49,574.17
Dues	134,178.86
	\$985,639.25
Unpaid Voucher April 30, 1927	
	\$985,639.25

Expenditures	
Total in Southern Pacific Co.	
Treasury	\$901,203.87
Interest in process of collection	7,000.00
Interest due and not yet collected	4,500.00
Office furniture	1,456.16
	\$914,166.04

MEMBERSHIP	
Members in Association	7,594
Members added during past year	1,144
Members reinstated	13
Deaths during past year	246
Lapsed membership	2,009
Rejections during past year	21
Average age of members accepted	27

Short Story

Two Scotchmen had an argument about which one could stay under water the longer and made a bet of \$1.75. After they'd been submerged for two hours they were taken to the morgue. —EX.



Camera story of the good time that was enjoyed by several hundred Stockton Division employees together with their families and friends at the big annual picnic held at Lokkford on May 1

HUBBY MIXES RADIO RECIPE WITH "DAILY DOZEN"

A June Bride asked her husband to copy the radio recipe one morning. The husband did his best but got two stations at once. One was broadcasting the morning exercises and the other the recipe. "This is what he got:

"Hands on hips, place one cup of flour on the shoulders, raise knees and depress toes and wash thoroughly in one-half cup of milk. In four counts raise and lower the legs and mash two hardboiled eggs in a sieve. Repeat six times. Inhale one-half teaspoonful of baking powder and one cup of flour, breathe naturally and exhale and sift.

"Attention! Jump to a squatting position and bend while of egg backward and forward overhead and in four counts make a stiff dough that will stretch at the waist. Lie flat on the floor and roll into a marble the size of a walnut. Hop to a standstill and bail in water but do not boil into a gallop afterwards. In ten minutes remove from the fire and dry with a towel. Breathe naturally and dress in warm flannels and serve with fish soup."—Exchange.

DISCOURTEOUS RAILROAD MAN IS A CURIOSITY

"Railroad people who do not go out of their way to give every assistance to the traveler are a curiosity," according to Dr. Ford A. Carpenter of

No Stockton Notes

ON account of the correspondent's letter being lost in mailing, this issue of the "Bulletin" had to go to press without the usual interesting news items from Stockton Division. The last letter also contained a detailed story of the big annual picnic.

Los Angeles, who commends the general courteous attitude of railroad people.

"How many people," he continues, "realize that the great railroads of the United States employ only the highest class men,—men noted for their courtesy and accuracy? These two great attributes loom large in the character of passenger representatives. I have just returned from a twelve thousand-mile trip through forty states, in which I have used ten leading railroads of the United States, and I do not recollect a single act of discourtesy; in fact, not one of the hundreds of employees of the railroads gave us anything but courteous and helpful attention. When one considers the constant repetition of question, the needless verbosity of the ordinary passenger and the quick-tempered actions of some travelers, it is matter of never-ending surprise to me that railroad people keep their polite and even-tempered attitude to the traveling public. Hats off to America's splendid corps of railroad men!"

CHIEF CLERKS ON PROGRAM OF PACIFIC RAILWAY CLUB

The Chief Clerks' Council of the General Offices in San Francisco conducted the program at a meeting of the Pacific Railway Club, an organization composed of railroad men and traffic men of commercial firms, at the Palace Hotel, San Francisco, May 12.

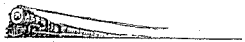
K. V. Plummer of the Pacific Fruit Express acted as chairman and introduced C. R. Wilmore of the Freight Traffic Dept., who spoke on organization of the council; G. C. Paterson of the President's office, on the human element in organization; S. K. Burke of Industrial Dept., on results accomplished by the council's work; Robert Adams, assistant general auditor, on an officer's view of chief clerks' work and qualities needed to be a good chief clerk; and Fred Garrigue, who spoke on work accomplished by Chief Clerks' Council of the P. F. E.

Chairman of the Pacific Railway Club, D. A. Porter, then called on those present for remarks, which indicated that they had gained a better understanding of a chief clerk's duties and an appreciation of his problems. They all endorsed the work of the council as a step toward breaking down departmental lines to the end of building up a smooth working organization.

"Books are the ever-burning lamps of accumulated wisdom."

Sacramento Holds Business Getting Lead

Page Seventeen



Loucks, Frank, clerk.....	3RTInt.
Merrick, O. V., freight agent.....	2Int.
Miller, Chas., freight agent.....	2RTInt.
McCallum, H., gas foreman.....	3RTInt.
McClain, J. S., mail handler.....	2RTInt.
McIntosh, J. C., baggage clerk.....	2Int.
Russ, A. K., baggage clerk.....	1RTInt.
Randolph, W. W., clerk.....	1RTInt.
Ross, Allen, clerk.....	4Int.
Todd, C. E., telgr.....	5RTInt.
Stewart, J. L., claim clerk.....	2RTInt.
Walt, W. J., yardman.....	2Int.
Williams, P., chief engineer.....	1RTInt.
Steamer Division	
Bergstrom, G., captain.....	3RTInt.
Jones, Mr. captain (retired).....	1RTInt.
Johnson, R. H., Jr., officer.....	3RTInt.
Thomas, A. J., cabin watchman.....	1RTInt.
New Mexico Division	
Runsen, F. D., C. P. A., El Paso.....	1Int.
Pererson, Miss P., stenog. El Paso.....	2Int.
Holt, C. H., A.R.A. checker, Tucuman.....	1Int.
Meese, Mrs. J. H., secy. El Paso.....	1Int.
Reeman, Miss M., secy. El Paso.....	1Int.
Rio Grande Division	
Hipworth, R., engr. El Paso.....	1Loc.
Meese, Mrs. J. H., secy. El Paso.....	2Int.
Scoble, M. O., clerk, El Paso.....	1RTInt.
Windberg, Miss E., file clk. El Paso.....	5RTInt.
San Joaquin Division	
Alexander, R. H., cashier, Visalia.....	1Int.
Berley, A., operator, Tulare.....	4Int.
Cross, Lee E., trainman, Fresno.....	1RTInt.
Conrad, L. N., telgr., Hanford.....	3RTInt.
DeWitte, C. H., secy., Fresno.....	1Int.
Farley, E. P., clerk, Visalia.....	1RTInt.
Pountain, Arch., condr., Fresno.....	1Int.
Jano, E. K., condr., Fresno.....	1Loc.
Moss, E. H., trck. secy., Fresno.....	2Int.
Knott, H. H., telgr., Dinuba.....	1RTInt.
May, Leda E., stenog., Fresno.....	1RTInt.
Morrison, R. J., acct., Fresno.....	1RTInt.
McVey, B. B., telgr., Fresno.....	1RTInt.
Phillips, W. V., telgr., Hanford.....	3RTInt.
Philbrick, H. M., condr., Fresno.....	1Int.
Raglin, L. F., dist. clerk, Fresno.....	1Int.
Russell, E. J., clerk, Selma.....	1RTInt.
Portland Division	
Brockwell, L. A., frt. agt., Portland.....	2Int.
Chandler, F. W., Albany.....	1Int.
Chapman, H. B., opr., Marysville.....	1Loc.
Frederickson, telgr. clk., Corvallis.....	1Loc.
Hagg, F. O., clk. whsmn., Roseburg.....	2Loc.
Hardisty, R. R., telgr. clk., Corvallis.....	1Int.
Hoover, J. S., loc., 10RTLoc.; 14Int.; 35RTInt.	
Jones, E. A., telgr., Tillamook.....	1RTInt.
King, Harvey M., ydmn., Salem.....	2Int.
Linck, X. A., car repairer, Albany.....	1RTInt.
McClain, W. H., spl. ofc., Eugene.....	1Loc.
Miller, G. H., telgr., Salem.....	1Int.
Murray, R. V., hsg. and mail clk., Portland.....	1Int.
Olsen, Robert, mail clk., Portland.....	1RTInt.
Stewart, E. P., clk. agt., Portland.....	1Int.

Casualties Decrease During First Quarter

DURING the first three months of this year there was a reduction of 37.1 per cent in number of casualties to employees per million man-hours compared with same period in 1926. Full information as to number of accidents and number per million man-hours segregated to divisions, general shops and departments is shown in the following statement:

Division, Shop or Department	1927	1926	1927	1926
Salt Lake	41	22	1.61	17.92
El Paso Shops.....	2	22	4.48	42.99
Coast.....	17	42	4.68	11.59
East Bay Electric.....	3	42	5.25	5.82
Portland.....	23	43	6.44	7.13
New Mexico.....	7	15	7.26	15.58
Rio Grande.....	15	40	8.32	21.20
Sacramento Shops.....	16	34	1.50	18.69
San Joaquin.....	17	40	1.33	11.28
Shasta.....	19	49	10.02	10.51
Western.....	32	44	10.76	14.53
Sacramento.....	27	42	1.02	1.08
Steamer.....	10	5	11.62	13.54
Dining Cars.....	5	11	11.74	27.75
Stockton.....	36	10	14.05	7.03
District Stores.....	12	29	14.12	24.99
Los Angeles.....	79	15	15.01	29.20
Los Angeles Shops.....	13	25	15.52	27.92
Wood Pres. Works.....	3	10	19.47	63.28
Tucson.....	43	44	20.81	21.37
Telephone.....	8	3	44.86	34.99
Total.....	340	550	10.06	16.00

Salt Lake Division and El Paso Shops Lead in Safety

At the end of the three-month period, the Salt Lake Division was leading the divisions and the El Paso General Shops was leading the general shops in the races for the 1927 safety banners. Full details are shown in the following statement:

Division	Casualties	Man-Hours	Casualties per Mil'n Man-Hours	Rank
Salt Lake	41	2,491,421	1.61	1
Coast	17	5,854,678	4.68	2
East Bay Electric	3	571,150	5.25	3
Portland	23	3,102,058	7.26	4
New Mexico	7	564,064	7.26	5
Rio Grande	15	1,801,899	8.32	6
San Joaquin	17	1,034,517	10.02	7
Shasta	19	1,739,056	10.76	8
Western	32	2,078,502	11.62	9
Sacramento	27	2,450,338	11.02	10
Steamer	10	860,920	11.62	11
Stockton	36	1,138,637	15.01	12
Los Angeles	79	2,729,559	15.01	13
Tucson	43	2,005,778	20.81	14

GENERAL SHOPS	Casualties	Man-Hours	Casualties per Mil'n Man-Hours	Rank
El Paso.....	2	446,442	4.48	1
Sacramento.....	1	1,076,103	1.02	2
Los Angeles.....	13	837,295	15.53	3

Willis, H. P., telgr., Woodburn.....	1RTInt.
Woodward, J. L., clk., Saltum.....	1Loc.
General Office	
Archibald, G. R., Val. Dept.....	1Int.
Belsky, C. H., Exce. Dept.....	1Loc.
Berry, Miss E., sig. engr.....	1RTInt.
Briggs, G. A., P. O., Portland.....	1RTInt.
McDonald, W. H., clk., Portland.....	1RTInt.
Stewart, E. P., clk. agt., Portland.....	1Int.



PROSPECTIVE BUSINESS TIP

"EVERY EMPLOYEE A BUSINESS GETTER"

..... Station..... 192.....

Mr. (Street Address).....

City..... State..... Phone No.....

..... is planning a trip to..... leaving on or about..... There will be..... person(s) in the party.

..... will have a shipment of freight going to..... There will be approximately..... tons to ship. (Date)

SUGGESTIONS:.....

Signature.....

Employment.....



PEOPLE WHO ARE THE RAILROAD

A Page of Personalities

A Business Go-Getter

Introducing George L. Rodda, star of the Oak Park Drink Shop baseball team, otherwise affiliated with the Sacramento Station and district offices as messenger extra-ordinary. These are only two of George's attributes, which can be readily seen by referring to the Employees' Business Getting Campaign for March.



George L. Rodda

A total of 43 successful round trip inter-line trips were turned in to D. R. Owens, district passenger agent, by George during the month. From the photo we are not sure just what George meant to represent, baseball star or business getter, but at any rate we have seen pictures like this before in the old family album.

College Town Engineer

ENGINEER A. L. LUCAS has probably "engineered" more Corvallis people to Portland than any other trainman on the electric line between those two cities. He entered the service as an article in man in September, 1896, and has, for many years, handled the juice and air on the red lighted trains out of the college city.



A. L. Lucas

Lucas and Conductor Pat Tynan, another veteran of the electric service of Portland division and who has been with the company for forty-four years, were recently featured in an article appearing in the Corvallis Gazette-Times. "It takes a mighty snappy crew of trainmen to beat this pair," the article stated. Like all veteran engineers, Lucas has seen great development in motive power. "I started chugging big steam on a cord-wood burner, and it sure was some job," he said. "There was heavy draw in those flare-shaped stacks and the cord wood seemed to burn like kindling—at least so we firemen thought. It was not such a difficult thing for us engineers to change over from handling steam to

electric. The biggest difficulty came in 'trouble shooting.' When anything happened on the old locomotives we usually knew right where the trouble could be found, but it's different with the electric cars."

Irons Out Difficulties

PROBABLY the most widely known railroad man among travelers who visit Los Angeles is A. W. Pessell, genial passenger director at Central Station in the Southern California city. Thirty-three years experience in serving Southern Pacific patrons, all spent in the city of Los Angeles, have made Pessell an authority almost without par in ironing out the difficulties of travel.



A. W. Pessell

Pessell meets every problem presented him with a smile and quickly wins the confidence of the puzzled traveler, whether the one seeking aid is old or young, but he is the especial friend of all kiddies.

Beginning as a clerk, Pessell entered Southern Pacific service in Los Angeles January 20, 1894. He was in the baggage department for 27 years, becoming assistant baggage agent. Six years ago he began his present duties as passenger director at the big station. He has made friends for the Company among people living in every state of the Union.

Champion Story Teller

FRIENDS of Jerry Stonekin at Sacramento Shops claim he is the champion story teller of Pacific Lines. He is said to have a repertoire of yarns that would make the proverbial traveling salesman turn green with envy.



Jerry Stonekin

Jerry came from Missouri and somewhere along the line fell heir to a disposition that radiates continual happiness. He always has a grin and can chase the gloom off the countenance of the worst grump.

He is a machinist and has worked at the shops during various periods since June, 1907.

Ogden's "Santa Claus"

FRANK J. BARTONEK is "Santa Claus" to many employees at Ogden. This comes about by the fact that Frank is the energetic manager of the Christmas Savings Club at headquarters of Salt Lake division and just before the year-end period, when a few dollars cash are most appreciated, he distributes the earnings of the club among the members. He's a mighty popular fellow.

Frank J. Bartonek

Frank is assistant chief of the time bureau and since he came to the company from the Union Pacific in 1907, has worked on almost every job in the superintendent's office, and he has the happy faculty of remembering the details of them all. He takes an active interest in everything that is going on, and aside from his "Santa Claus" job, is also treasurer of the employees' social club at Ogden.

Home Building Hobby

IN nine years that he has been a brakeman on the west end of Salt Lake division, Peter Sorensen has built seven houses at Sparks. He lives with his family of seven in one of the homes and rents, has sold, the other six.



Peter Sorensen

"Everyone" has some sort of a hobby," Sorensen says, "and building houses is mine. All my spare time I have I put in this way, and on most of the jobs I did all of the plumbing and painting, as well as a large share of the carpenter work."

The "Sorensen Orchestra," composed of Mr. Sorensen and five of his children, is a popular organization at Sparks, and provides music for many dances and other social affairs. Sorensen's ability to speak five languages has enabled him to straighten out several difficult situations when travelers unable to speak English, have gotten confused in their train connections or in taking care of their baggage.

Leaders In Fuel Saving

The following engineers and firemen were awarded proficiency certificates for having attained the highest honors in fuel conservation during March, 1927:

WESTERN DIVISION	
Engineers	Firemen
C. H. Koenig	C. P. Ingman
H. R. Dunne	S. J. Erbe
M. Van De Leur	F. W. Flinn
G. Carpenter	C. Probasco
J. R. Fahey	F. O. Bryan
G. P. Hollins	H. R. Matson
H. H. Hoos	H. R. Nelson
C. H. Hahn	G. Van Epen
C. E. Reid	S. O. Sanden
A. J. Launz	W. A. Vetter
SALT LAKE DIVISION	
A. E. Whitehead	D. L. Smith
E. J. Glantz	B. M. Kane
A. C. Hewitt	H. A. Hollenbeck
A. Saxton	W. F. Whitely
O. H. Albertson	G. R. Rudy
E. P. Hecox	J. M. Crabtree
H. J. Grubhaus	B. E. Bager
O. G. Purdy	L. N. Kano
C. J. Wolfe	H. D. Wideman
H. F. Caultle	L. A. Beeson
W. H. Ware	W. H. Mathias
E. J. P. Rowe	S. N. Darlington
W. S. Jones	F. B. Swartz
O. F. Tucker	G. F. McDonald
R. A. Walker	P. E. Nelson
E. E. Davis	E. T. Tracey
E. O. Hahsted	H. E. Montgomery
E. C. Baum	E. R. Minola
W. E. Quillman	
C. E. Rothery	
SHASTA DIVISION	
F. W. Haley	A. Weedon
C. E. McComie	K. K. Brown
G. O. Fischer	F. H. Van Riper
H. R. Hull	E. E. Sylvia
T. R. Skillington	G. M. Modison
C. E. Shuppy	N. M. Harwell
J. W. Thornton	C. W. Hale
B. H. Chis	E. E. Deves
W. E. McVary	L. L. Cowell
E. M. Holmes	T. L. Durbin
PORTLAND DIVISION	
W. A. Anderson	A. C. Copeland
S. B. Bodley	D. L. Downing
C. E. Hurlbut	F. H. Hagelin
G. Edlund	W. E. Irwin
P. O. Gordon	H. P. Henson
A. D. Jones	F. W. Leonard
L. J. McDrew	E. C. McPherson
W. H. Rizes	C. E. Moore
C. L. Towers	G. J. Riedel
E. J. Wilkinson	A. S. Crockard
STOCKTON DIVISION	
R. Andrews	A. D. Dal Porto
F. E. Hickson	W. E. Martin
R. R. Connelly	L. A. Cassarotto
M. J. Yaris	H. W. Hazon
E. G. Grass	M. S. Truchan
N. E. Smith	W. P. Lewis
H. R. Albert	E. E. Trautman
P. B. Smith	H. Schmidt
D. Sullivan	D. D. Walsh
C. C. Carl	M. E. Lee
COAST DIVISION	
L. Grish	G. Cooper
L. J. Lynn	M. Henry
G. H. McKensie	H. L. Taft
R. Halliwell	C. E. Harris
R. Costa	J. F. Corey
J. Johnson	R. A. Bush, Jr.
W. E. Smith	C. E. Brown
C. Hogerendy	R. W. Werner
W. A. Labish	M. E. Kennedy
SAN JOAQUIN DIVISION	
W. V. Davidson	D. H. Pillsbury
S. S. Dedenhoff	H. M. Potts
L. Duerer	W. L. Buckley
J. J. Hove	M. S. Shuman
D. L. Her	W. S. Winter
G. E. Diamond	C. E. Dowd
E. H. Seymour	J. Willis
H. Johnston	Y. P. Coble
J. H. Tyler	E. E. Brown
B. E. Wolfe	D. L. Lowe
LOS ANGELES DIVISION	
W. E. Stoecker	C. N. Meadows
W. E. Wood	J. G. Mowers
W. P. Ballou	G. E. Young
G. V. Yerdick	J. Braunger
A. Yung	R. C. Armstrong
H. J. Van Dendale	J. Van Allen
D. E. Diamond	F. L. Arthur
C. Horgan	C. R. Thompson
TUCSON DIVISION	
J. H. Menzies	J. M. Hobbs
J. F. Martin	L. E. Brown

Gold Badge Winners

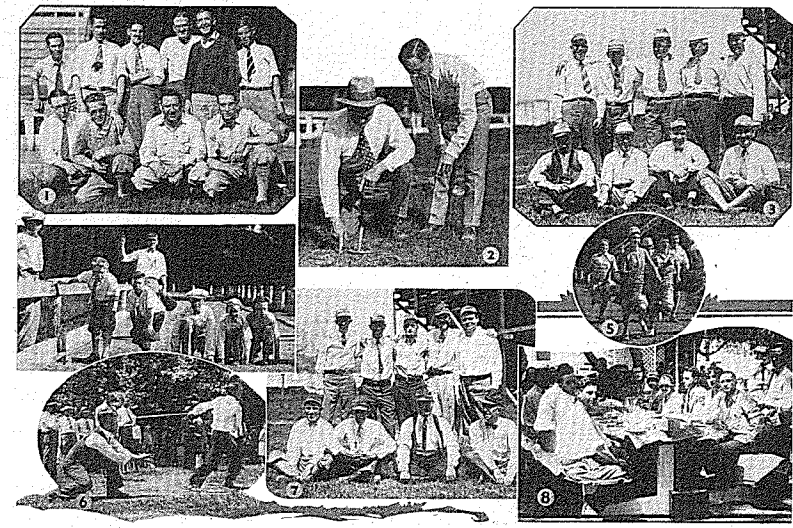
Listed below are names of engineers and firemen who made the best records in fuel conservation during quarter ending March 31, 1927. Gold badge winners are those who have not previously appeared on list of winners, and those who have already received badge will have a star marked to badge. Opposite names below are shown the number of stars obtained, each star being indicated by an asterisk (*).

WESTERN DIVISION	
Engineers	Firemen
H. L. Hand	F. Hooker*
G. Carpenter*	E. V. Reid*
H. R. Fahey*	S. O. Sanden*
H. M. Hoos*	W. A. Vetter*
SALT LAKE DIVISION	
A. E. Whitehead*	C. Preston*
E. F. Hecox*	E. E. Bager*
A. Saxton*	W. F. Whitely*
O. J. Wolfe*	H. E. Wideman*
J. Amstad*	W. H. Mathias*
B. C. Baum*	P. E. Nelson*
SHASTA DIVISION	
F. W. Haley*	R. L. Wood*
T. R. Skillington*	J. E. Sylvia
C. E. Shuppy*	J. J. Robinson
J. March*	W. Conrad
PORTLAND DIVISION	
G. Edlund*	J. M. Leonard
B. W. Rizes*	J. Hagelin
P. F. Ellerbeck	H. A. Morse*
C. L. Towers*	D. Downing*
STOCKTON DIVISION	
H. E. Hickson*	W. E. Martin*
E. E. Grass*	E. Trautman*
H. E. Schroeder*	C. L. McHenry*
D. Sullivan*	D. Walsh*
COAST DIVISION	
R. P. Hollings*	F. J. Corey
R. Johnson*	E. E. Sylvia
W. E. Smith*	C. H. Malone
W. Jones*	J. L. Falk
LOS ANGELES DIVISION	
W. E. Stoecker*	C. N. Meadows*
D. H. Chis*	J. Braunger*
L. Ketchum*	C. Swartz*
C. B. Diamond*	L. K. Calhoun*
TUCSON DIVISION	
J. E. O'Brien*	J. M. Hobbs
B. D. Gandy*	S. Lomas
P. Earl*	F. N. Nield*
RIO GRANDE DIVISION	
J. T. Richmond*	G. E. Ashley*
K. L. Young*	P. F. Taylor
R. B. Armstrong*	F. Anderson
C. Anderson*	O. Leggett
NEW MEXICO DIVISION	
J. Lohman*	J. J. Rosa
S. Bell*	J. D. Lamb
W. W. Womner	K. M. Linker
W. Gil*	P. Driscoll
SAN JOAQUIN DIVISION	
S. S. Dedenhoff*	E. A. Brown
T. O. P. Ross*	M. J. J. Willis
L. D. Her*	C. Collins*
SACRAMENTO DIVISION	
H. Trevey*	J. J. Surko*
W. E. Clark*	W. L. White
W. H. Beeson*	C. A. Dungan*
W. W. Tassie*	

June 1, 1926, with 36 years 9 months' service.
David C. Pelton, agent, Sacramento Division, died April 15, at the age of 52 years 7 months. He was retired October 1, 1914.
William S. Moon, machinist, Tucson Division, died April 15, at the age of 67 years 7 months. He was retired December 1, 1911.
John P. Kington, rod painter, Western Division, died April 16, at the age of 70 years 6 months. He was retired April 1, 1922, at his full length.
Edwin E. Willard, foreman, Bridge and Road Department, Western Division, died April 19, at the age of 67 years 2 months. He was retired November 3, 1918.
For the career of the men of the Department, Sacramento Division, died April 20, at the age of 70 years 11 months. He was retired November 1, 1923, with 20 years 7 months' service.
John E. Clark, passenger brakeman, Los Angeles Division, died April 30, at the age of 68 years 10 months. He was retired October 1, 1924, at the age of 60 years 2 months.
William Birney, captain, Steamship Lines, died April 30, at the age of 60 years 2 months. He was retired September 30, 1916.
Martin Courtney, helper, Sacramento Shops, died April 30, at the age of 60 years 2 months. He was retired June 1, 1920, with 25 years' service.



Boys' Week at Los Angeles was the occasion for an educational visit of several groups of high school youths to the Los Angeles Shops and District Stores. R. J. Quinby, shop foreman, is shown explaining some of the fine points in locomotive wheel construction to James McGraw and Robert Jordan.



What the camera caught at the Pacific Fruit Express picnic. (1) Winners of the tug-of-war. Standing—Culver, Reed, Little, Finley, Scoggins and Rogers; Kneeling—Gilbert, Schottman, Knowlton and Beauchamp. (2) L. E. Cartmill shows A. J. Melio, who is closest to the stake. (3) Officers' indoor team. Standing—McIntosh, Rogers, Cartmill, Little, Blake, Sundry—Florida, Melio, Magill and Meert. (4) Harry Horning helping the boys' race. (5) Close finish in the ladies' race. (6) Bruce Smiley tips a test one, with Herda catching. (7) Chief clerks' team. Standing—Hoyle, Carlson, Plummer, McKinley, Mountford; Sitting—Moody, Batson, Simson and Carrigues. (8) Typical scene at one of the many lunch tables. The pictures were taken by Charlie Thomas.

Spring Vigor In Play At Big P. F. E. Picnic

THREE HUNDRED employees of the Pacific Fruit Express at San Francisco took part in their annual old-fashioned picnic and dance held at California Park, San Rafael, April 24. Mothers brought their wives, brought husbands and both brought families, together with an abundance of "eats" and spring-vigor.

A complete program of entertainment had been arranged, but the feature of the picnic was two indoor baseball games, which, because of the fine phrasing of the participants, closely bordered on the spectacular. For this reason the officers' and chief clerks' games occupied the spotlight. Both dropped their official men for the day, and puffed and perspired through four innings.

The game was replete with individual stars on both teams. Jeff Cowen, for the officers, was particularly outstanding. Jeff played left field and covered it in its entirety—sometimes at his full length. There was L. E. Cartmill, who played an important part in the "spring revival of youth," and G. R. McIntosh, credited with an errorless game, since carry a hall come his way.

For the chief clerks, the four homebodies of the team, namely: E. L. McKinley, J. F. Moody, W. H. Hoyle and K. Y. Plummer, gamboled all over the field. McKinley stumbled around first base, Moody backed up the umpire, Hoyle patrolled center field while a butterfly net, while Plummer tore up the grounds around third base, extending his activities over the foul line into the realm of spectators and lunch boxes.

The game ended in a cloud of dust and groans from the older players who discovered that they were not all that they used to be. The score read: Officers, eight runs, to five for the chief clerks, which, if the lower class did not spotted them four runs to begin with, would have

made them victors. Both batteries, Rogers and Herda, for the officers, and Batson and Carrigues, for the chief clerks, aided materially in holding the score down.

Single men in a preliminary game found themselves unable to cope with the married men inspired by sideline support and were defeated in a good game, seven runs to three.

The other events, races for all ages and shapes, horseshoes, bowling, egg and spoon races, three-legged race, sack race and a pig-gate contest, were all run off in good style, with suitable prizes presented by P. F. E. officers to the winners. The event that brought all spectators to the track was the fat men's race. In this event Russ Clark beat out L. L. Klony by an overwhelming vote and won an alarm clock.

Too much credit cannot be given H. C. Hornung, chairman of the committee in charge of the picnic. It was his fine management that aided largely in the success of the affair.

The picnic was completed by a dance, at which the Southern Pacific orchestra rendered music.

The officers want another game with the chief clerks, and losers in all the other events are priming themselves for another try at the winners. Their cry is, "wait 'till next year!"

The entire P. F. E. is waiting!

S. F. Employees Frolic at Neptune Beach

SOUTHERN PACIFIC co-operation in play was furnished by six hundred of its employees living in the San Francisco bay district, on Sunday, May 8, when that number engaged in a picnic and field day, at Neptune Beach, Alameda County. The affair was fostered by the Southern Pacific Club, sponsor of athletic, social and other activities.

By special arrangements with representatives of the resort, a ticket entitling the holder to the privilege of the various concessions was issued at a nominal sum.

In addition to entertainment derived from the concessions, the program committee had arranged for several other features. One of these was an indoor baseball game between the Auditor of Disbursements team, champions of the General Office League in 1925, and the Auditor of Freight Accounts team, "holder of the same honor last year. The Disbursements team won over the badly disorganized Freight team by a score of 25 to 9. E. Cole, for the winners, picked a good game, while W. Garlick, J. Corben "till next year!"

The game was completed by a dance, at which the Southern Pacific orchestra rendered music.

The officers want another game with the chief clerks, and losers in all the other events are priming themselves for another try at the winners. Their cry is, "wait 'till next year!"

The entire P. F. E. is waiting!

A New York school boy was asked: "Who was the first man?" "George Washington," he replied.

"Non-sense," said the teacher. "What makes you say that?"

"Because," said the boy, repeating a well-known quotation, "he was first in war, first in peace and first in the hearts of his countrymen."

"That may be," commented the teacher, "but nevertheless Adam was the first man."

"Oh," retorted the boy, with an offensive tempt. "If you're talking about foreigners, that's different."—Pittsburgh Chronicle-Telegraph.

Page Twenty-seven

Salt Lake Division

By G. L. SNIVELY

Superintendent's Office Ogden

Miss Mae Elizabeth Letts, daughter of Charles Letts, foreman in Ogden shops, on May 4, was proclaimed the most beautiful girl in this city. As Miss Ogden Utah she will appear in the international bathing girl revue at Delmonico, next week.

Art McKendry, joint facilities clerk, has been on a hard time of late trying to convince the brothers that he has really come out of the new million dollar Hotel Higdon. Evidently Art thinks that he has produced the evidence, but we find that the "Quick and Dirty" up the street puts out the same kind of "tooth tinner".

Saturday evening, April 21, supervisors of mechanical and maintenance of Way Departments held a dinner in honor of F. Dean Bradley, representative of federal industrial vocational department, and E. J. S. Noall, state supervisor of industrial commission of Utah. Joseph S. Taylor, chief clerk to master mechanic, acted as chairman and toastmaster. Short talks were given by Master Mechanic E. J. Stone and Messrs. Bradley and Noall on educational matters relating to mechanical department. Messrs. Bradley and Noall spent two weeks in Ogden during the month of April, giving daily lectures to the supervisors. So well received were their talks that the supervisors decided to reciprocate with a dinner.

Now comes Ray Dowdell, "Don Juan" of the time bureau, with the announcement that he won't be long now. Ray says he hears that two can live as cheaply as one. Yes, that, but so Dorothy Dix might tell you, you'll have to get your trousers and waist and a haircut once a month, whether you need it or not.

Herb Parker, M. P. & C. timekeeper, after a six weeks' siege of scarlet fever, is again confined to his home. This time with a bad case of rheumatism. Leonard Ryall, A. E. C. clerk, has been released from general hospital after a serious illness of several months' duration. Les Filindra, station timekeeper, found that he could get along better without his appendix than with it. Dan McCarty, junior clerk, after a stay in hospital of six months, has been released for duty. From all indications we can soon expect Koster's as fever going strong.

We claim the only fresh picker on the yard at the time plays by ear. Les and one of the fellows talk a fast game, but he has a steno that can turn Bowditch into Jones. When Rogers thought he saw one of C. O. Rogers' sons try a son's try to get Les on the ground, but we found out later that he was a representative of the M. P. & C. Credit Association.

With the advent of June 15 comes the annual picnic of those of those gentlemen of placid disposition. Commonly known as June prevaricators. While there are several we are reluctant to mention to this category Art Edson and Les Mann, for instance, it is commonly known that they fall far short of the mark in their choice of adjectives. Those lucky dogs who used forebore in drawing their vacation have been blessed with a fine day.

Herb, who holds up male prestige in the steno-graphic bureau, announces the arrival of Joyce Knight Burrell. "Atta," says Herb, "Edson, Walter, joint lead accountant, found the arrival of a son such

L. J. Mann

"O. P. HUNTINGTON" IS STILL HAULING BUSINESS

District Passenger Agent D. R. Owen, at Sacramento, recently received request from W. E. Niblack, agent, Chicago, Milwaukee & St. Paul Ry. at Bishop, Minnesota, for a picture of our engine known as "O. P. Huntington," which was formerly on exhibition at Sacramento Station ground for shipping, but return for this favor, he would be pleased to return the favor by sending him a picture of the Lines from Portland to El Paso.

Barnes of the District Passenger Office and office manager to Division Engineer Percy Hargrave, plus a picture of the engine forwarded to Mr. Niblack. Hence "O. P. Pacific business" continues to haul Southern

Tucson Division

By LARRY MAGERS
Superintendent's Office Tucson

The Accounting Department expected to be in their new quarters by May 15. They are moving to the building below the Express office, which has been remodeled and is now a fine time ago. Marie Schneider, Agnes Woods and Charlotte Jackson, compositor operators, are going to go with the accounting bureau.

Electron M. D. Stollar and wife are rejoicing over the arrival of a fine baby girl April 20.

Due to the death of Roy Stevens, valuation engineer, a number of promotions have been made in the Division Engineer's forces. Employers and their new positions follow: Roca Johnson, valuation engineer; W. P. Herbert, assistant engineer; A. F. McHenry, draftsman; Paul W. Sawyer, instrumentman; Tony Blanton, rodman; and L. C. Freeman, chief clerk.

Iva Brimmer has been promoted from head stenographer to general transportation clerk.

Portie Schwabach, of the Accounting Department, has returned from his vacation, spent on the coast.

C. E. Brown, assistant file clerk, and wife are mourning the death of their baby daughter, who died at about 10 days of age.

That energetic trio—Roy Edwards, Harry Lamm and Norman Jackson, of the Time-keeping Bureau, are on their way to the House Canyon Sunday, May 1, in their cars. There is a seven-mile climb and it takes some three or four hours for a good hike. Herbert, assistant engineer, and Roy Edwards, valuation engineer, are on the route. Encouraged by the enthusiastic aid of the two respective wives and children, with the exception of Norman, who is a mere child himself, the gallant hikers departed from Tucson at 8 a. m. and after they had gone two miles, Harry suggested they eat. Norman took his sandwich out of his pocket and they ate. Roy had finished it in three bites, he watched Herbert and Harry eat their fried chicken, boiled eggs, pickles, potatoe fried chicken, cake and coffee. They knocked off for two hours to allow their lunch to digest. They returned to camp with a wondrous tale of their having had an underdog.

We are sorry for Jay Clarke, head clerk of the M. of W. Bureau. Yes, sir, and we know all his friends will be sorry too. Jay is going hungry for three or four days every pay-day. You see, Jay always figures on carrying his last three pay checks in his pocket, then, when he gets the fourth one, he has to cash it. But lately Jay has been left with one and a half and has had to cash one of his checks before it was two months old. We want to provide one of two things—either to have a fund on hand to help him out of his financial straits, or to have a large table cloth for him to cry into. If all of our friends will, let's suggest the writer of this message to write a letter to Mr. Jay to buy, I think we can help our sufferer out. We have had a number of letters recently from old friends who worked in the Tucson and a number of years ago. Ed G. Davis, who was a long time ago, and a letter recently from old G. Y. M. Jack Seldon, both now working in the Tucson office. I know if there are any of the old timers still here, I'll say they are. "Dad" Shilmit, "Chappie," "Bird" Spurgeon, "Scotty," "Art," and "Mr. Culley" are some of the old timers who don't need any surname to tell who they are. Some of our letters have told other regions and we don't hear from them often.

Do YOU Remember when the old S. R. Shop Band used to come down to the depot on Sundays to meet the Nogales train? Then they would come in, get out of the car and give us a couple of tunes. All the yardmen and engineers would stand on the platform and stand on his head on top of the cars, much to the delight of the kids who always follow the band. I think it was a fine sight and I wonder if he would thank us for listening.

There was a time when we used to hear that was that for that Sunday.

Buster Robson, 3rd M. P. & C. timekeeper, just informed me that the stock had left a fine little daughter, at some of our houses (May 12th) and that he was on his way down town to buy the customary cigars.

June, 1927

Western Division

By T. R. ROONEY
Supt. Office Oakland Pier

The many friends of William K. Gedgo, recently retired roundhouse foreman at South Valley, were shocked to hear of his untimely death on the morning of May 12. Mr. Gedgo was retired from the service on April 30 after serving the Company faithfully for almost 50 years. To his loved ones we wish to extend our sincere sympathy.

J. R. Hockett, our chief clerk, is at present on an extended leave of absence to take his home in the retirement of the East. His place is being filled during his absence by Asst. Chief Clerk L. Mayhew.

The following members of the Superintendent's office are at present on their "annual tour": Winroe Forrest, of the stenographic bureau, who has gone to Texas; C. R. Wilson, clerk, who has gone to the Atlantic Coast; R. Lenthall, timekeeper, to Albuquerque, N. M.; and Jerry Garoutte, clerk, has gone to Los Angeles.

We are pleased to hear that Earl Russell, M. of W. timekeeper, has been discharged from the General Hospital and will be able to return to work soon.

The Western Division's most talked-of employee, "Mountain Water Willie" Williamson, is a very busy young man these days and we don't mean maybe.

When the weather is so warm to the point of "Willie" to pitch in and get out a back pay roll for the month of May, it is straight from Bill himself that he works so hard during the day that he takes a car for those nice moonlight trips "up on the skyline boulevard in his Chevy any more. Better stick to your hard work, or you won't have anything to show for your hard work, or you won't have anything to show for your hard work, or you won't have anything to show for your hard work.

We just discovered recently that we have a future Klotz in our midst in the person of Gene O'Connor, who is from San Francisco. It seems, it is a regular virtue in the harmonica. Gene O'Connor is a regular virtuoso almost daily during the noon hour and we have it from the girls in the file bureau that his "hot" music is just what they need. Gene himself for that matter.

The merry music will soon be here, and, of course, there will be a number of our young friends set off for better or for worse. The first of these is Denny, one of our queens of the switchboard at the West Oakland Telephone Exchange, who will take a life partner during the first week of June. We wish to extend to Miss Denny our heartfelt congratulations and wish her many years of happiness. To all of the boys in the roundhouse office we also extend our sympathy because some other fellow "beat their time."

Now that the Oaks have a ball team worthy of the Coast League, Herman Scheiding, day engine hostler, is sleeping better than ever. His team is the Next morning our paper-cutter resembled a Turk.

Edward Guerra of the Stationery Store and Victor Guerra of the Stationery Store are brothers. It appears after the ink squirts' latest defeat. Mr. Tank's broken down athletes the two brothers are on the outs. Eddie gave a handicap of Tom McLaughlin in a bathing suit.

"Cornbread" is a new word in the pipe. Tommy Williams reading the "Police Department" is cracking a smile.

"Dead Pan" Spencer cracking a smile, Cooper giving away cigars.

Phil Williams without a word to say, Stanley Walton passing by a pretty girl.

"Bird" Spurgeon, "Scotty," "Art," and "Mr. Culley" are some of the old timers who don't need any surname to tell who they are. Some of our letters have told other regions and we don't hear from them often.

Do YOU Remember when the old S. R. Shop Band used to come down to the depot on Sundays to meet the Nogales train? Then they would come in, get out of the car and give us a couple of tunes. All the yardmen and engineers would stand on the platform and stand on his head on top of the cars, much to the delight of the kids who always follow the band. I think it was a fine sight and I wonder if he would thank us for listening.

There was a time when we used to hear that was that for that Sunday.

June, 1927

A Home "Rolled Out" of a Freight House



Mann Price, checker and warehouseman at El Centro, is mighty proud of this home of his, and well he might be. He had \$19 in his pocket when he started to work for the Company in January, 1918. Now he has this \$1,500 home, nicely furnished, with the entire property valued at \$8,000. (It all depends on your determination whether you get ahead, or not.) "Makes no difference how small or how big your salary is, if you don't make up your mind to save some of it, and keep every cent of it, the money will slip away and you won't have anything to show for your hard work. My wife and I set out to get a home of our own and now we've got it, just by my keeping on the job rolling trucks about the freight house and by us both making every nickel count. Price is 45 years old and formerly worked on the lines in Texas and Louisiana.

General Office Notes

By Miss L. ADELSON
Property Bureau Room 641

F. L. McDardell, who has been secretary in the office of the passenger traffic managers, has been made secretary to Assistant General Passenger Traffic Manager Garnett King and Assistant General Passenger Agent C. L. Richardson.

W. W. McDonald will perform the duties formerly handled by McDardell. C. Filene of the Auditor's Office, is receiving the congratulations of his many friends on the advent of a baby girl in the Filene family, born May 13.

Mr. J. McDardell, of the Auditor's Office, left May 16 for a six weeks' trip to visit her sisters at her old home in Wabash, Ind. In the return trip she will stop for a few days to visit her brother at Dallas.

Edward Guerra of the Stationery Store and Victor Guerra of the Stationery Store are brothers. It appears after the ink squirts' latest defeat. Mr. Tank's broken down athletes the two brothers are on the outs. Eddie gave a handicap of Tom McLaughlin in a bathing suit.

"Cornbread" is a new word in the pipe. Tommy Williams reading the "Police Department" is cracking a smile. "Dead Pan" Spencer cracking a smile, Cooper giving away cigars.

Phil Williams without a word to say, Stanley Walton passing by a pretty girl. "Bird" Spurgeon, "Scotty," "Art," and "Mr. Culley" are some of the old timers who don't need any surname to tell who they are. Some of our letters have told other regions and we don't hear from them often.

Do YOU Remember when the old S. R. Shop Band used to come down to the depot on Sundays to meet the Nogales train? Then they would come in, get out of the car and give us a couple of tunes. All the yardmen and engineers would stand on the platform and stand on his head on top of the cars, much to the delight of the kids who always follow the band. I think it was a fine sight and I wonder if he would thank us for listening.

There was a time when we used to hear that was that for that Sunday.

Buster Robson, 3rd M. P. & C. timekeeper, just informed me that the stock had left a fine little daughter, at some of our houses (May 12th) and that he was on his way down town to buy the customary cigars.

There was a time when we used to hear that was that for that Sunday.

June, 1927

Page Twenty-nine

Shasta Division

By F. BROWN
Superintendent's Office Dunsmuir

Master Mechanic Charles Bess surprised his many friends, when, on April 16, he took for his bride Miss Kende, head nurse of the General Hospital. The ceremony took place in Oakland, Rev. F. N. Shirley of the First Presbyterian Church officiating. The correspondent voices the sentiment of their many friends in wishing them a long and happy married life.

Miss Ina Halpin, an employee in the Store Department, became the bride of E. E. Shirley of Chico on April 16. The marriage ceremony was performed at Yreka by Rev. Miller of the Methodist Church. Mr. Shirley is a prominent agriculturalist in Chico.

We have another wedding to report for April, that of Lelroy C. Rice, an employee of the Electrical Department at Dunsmuir, and Miss Geneva Grant of Dunsmuir. The wedding was quietly performed in Redding on April 27 by Rev. E. P. Slater of the Presbyterian Church.

K. F. Nina, formerly general yardmaster of the Ashland terminal yard, has transferred to the Coast Division.

H. E. Scharf has returned from a short vacation spent in Dubuque, Iowa, where he visited his parents.

Mrs. Charlotte Seng, timekeeper in Superintendent's office, has returned to her duties after having attended the 27th annual trial which was held in Jacksonville, Oregon.

Friends of Madge Marston Loftus heard with sorrow of her untimely death during the early part of May, a victim of pneumonia. For many years she held the position of telephone operator in the Company office at Dunsmuir. She resigned her position a little over a year ago to become the bride of James Loftus of Castella, and, on March 24, a son was born to the happy couple. Funeral services were held in the Masonic Temple at Dunsmuir under the auspices of the Order of the Eastern Star.

F. I. Irwin has been assigned position of pay roll voucher clerk in Superintendent's office at Dunsmuir.

F. I. Irwin was formerly employed in G. W. Roschke's office and succeeded A. A. Henderson as voucher clerk, the latter taking a position with the American Railway Express Company in Sacramento.

D. M. Chambers, after a strenuous week in our photographic bureau, finds it necessary to spend his weekends in Grants Pass. His excuse is that a change in locality improves his efficiency, but this is not taken seriously by his associates, and recently have learned from a reliable source, that there is a young lady.

A very distressing accident occurred on May 12, when Arthur F. Callick, clerk, son of R. Callick, warehouseman at Dunsmuir, who had worked about two years for the Company and was a very capable man, was beyond his depth while swimming at Sweet River and, despite efforts of his companions to save him, he was drowned. His death was current. His body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Donnie Ferrero, our former telephone operator, has returned as junior clerk and relief telephone operator. The boys are all glad to have Donnie back in their midst once again.

Ray Keating resigned his position in section 11 to accept a position of section stockman with the S. D. & A., at San Diego.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

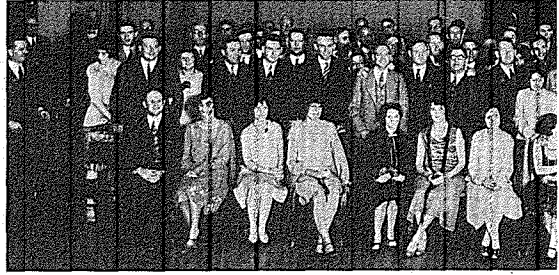
Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.



About 150 Southern Pacific and Pacific Electric officers, station and traffic department employees, together with their wives and friends, were the guests of D. M. Linnard at the Hotel Huntington in Pasadena on May 10. Miss Marjorie Day, director of entertainment at Mr. Linnard's Tahoe Tavern, gave a talk on Lake Tahoe accompanied by a motion picture taken at the famous mountain resort.

Los Angeles Shops

By BERT REAM
Roundhouse Los Angeles

A. R. Bryan, who has been in the service of the company in the store department for the past ten years, passed away May 9, after a short illness. He is survived by his widow and one daughter.

Mr. Bryan first came to the company June 15, 1917, as foreman's clerk on new cars. He was then promoted to regular clerk and later to stock clerk, which position he held to the time of his death. Mr. Bryan was well liked by everyone and his passing was a shock to his many friends.

Dan Burns, who formerly had charge of section 5 and 13, has been temporarily assigned to the position of stock clerk. Dan held a position with the S. D. & A., at San Diego, for the past year, but couldn't stand the gas.

Donnie Ferrero, our former telephone operator, has returned as junior clerk and relief telephone operator. The boys are all glad to have Donnie back in their midst once again.

Ray Keating resigned his position in section 11 to accept a position of section stockman with the S. D. & A., at San Diego.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

George Huber, the "only Christian in the shop," handled the duties of chief clerk during Mr. Stocker's absence and made quite a hit with Stocker's chickens. They have all been wondering why George isn't saving him, but he was a very good fellow and his body was recovered a few hours after about six miles from the scene of the accident. Funeral services were held May 18 under auspices of the Order of De Molay.

Marjorie Campbell, invoice clerk, returned to work the first part of May, after the loss of her mother.

quite a sick spell. Mark Cochran, helper in sections 5 and 13, died in during his absence. The first day Mark came on the job he wore overalls. Well, from then on he was supposed to be from Hollywood, indisposed.

Felie Rota, Dodge chauffeur during the week and aviator on Sunday, recently had a narrow escape from serious injury, or death. Felie, who had just become a full-fledged pilot, proved to be a hero, when, to the amazement of several experienced aviators and spectators, including J. E. Cochrane, assistant agent, he piloted the ship back to the landing field when it seemed hardly possible that he could avoid a crash.

The store department has been wondering why H. P. Cheney has been acting so childish lately. Maybe the dentist is to blame, as H. P. has been on a milk diet for some time. Every time he says "Durr" to the bear on the Barr Creamery truck a whole quart disappears.

Fremont W. E. Haydon is sporting around the town here in a new Ford roadster, equipped with a fish horn. The first thing we know he will be peddling fish to the boys.

Following the resignation of Foreman C. J. Hanning, Jim McDonald, gang foreman, was appointed to succeed him. Foreman Jim Nolan was appointed to McDonald's job. Ad. Manhart to Nolan's position and Leo Hoyal to Manhart's position of airbrake foreman.

Our character actor, sweetest, Frank Dodson, is now working the second shift with your friends. We are going out to challenge Relief Dispatcher Fred Walker and Engineer George Greeley to a game of cow pasture pool, but I am afraid we are going to be broke after the game.

Engineer Carl J. Jacobson was elected at the primary election to retain his seat as councilman from the Thirteenth District. He received the majority of the vote and was automatically elected. Engineer W. M. Byrne was second, but could not overcome the big lead piled up by Mr. Jacobson.

Fremont W. J. "Bill" Franny went to the telephone operators' hall recently and tried to step out and win the prize waltz. As a waltzer he ought to make a good foot-trotter. We advise him to take a pair of ice skates along next time.

George Rosin, blackmaker foreman, has a new brand of chewing tobacco that is imported. Walter Bippie, machinist, took one chew and went looking for a place to die.

Ed Wilson, machinist, said: "If a Dago can stand it, I can, too." We all know that that 2d degree fellow from the Rio Grande and George will have to send further than Italy to get a place to die.

Now that the clerks have received their raise, we can expect to hear one of the country clubs increasing their membership. We only ask that Lou Glasco and Johnnie Toole practice golf around the roundhouse office.

Pete Latsch, second shift roundhouse foreman, was a widow five days recently and came to work every day in his Sunday-go-to-meeting suit. Pete is a great black, bottom dancer and can also shake a

mean shimmy. Be sure you don't take a copy of this home, Pete.

Jim Steele has moved to Emery Park so as to be near his shill pal, Charlie Behm. They have a new song entitled, "We are so glad the shop crafts met every Wednesday night."

John Dillon was recently elected dog catcher of Alhambra. We understand he has a fine collection on display.

Tom Keogh gave a very interesting address before the Alhambra City Council and

mean shimmy. Be sure you don't take a copy of this home, Pete.

Jim Steele has moved to Emery Park so as to be near his shill pal, Charlie Behm. They have a new song entitled, "We are so glad the shop crafts met every Wednesday night."

John Dillon was recently elected dog catcher of Alhambra. We understand he has a fine collection on display.

Tom Keogh gave a very interesting address before the Alhambra City Council and

mean shimmy. Be sure you don't take a copy of this home, Pete.

Jim Steele has moved to Emery Park so as to be near his shill pal, Charlie Behm. They have a new song entitled, "We are so glad the shop crafts met every Wednesday night."

John Dillon was recently elected dog catcher of Alhambra. We understand he has a fine collection on display.

Tom Keogh gave a very interesting address before the Alhambra City Council and

mean shimmy. Be sure you don't take a copy of this home, Pete.

Jim Steele has moved to Emery Park so as to be near his shill pal, Charlie Behm. They have a new song entitled, "We are so glad the shop crafts met every Wednesday night."

John Dillon was recently elected dog catcher of Alhambra. We understand he has a fine collection on display.

Tom Keogh gave a very interesting address before the Alhambra City Council and

mean shimmy. Be sure you don't take a copy of this home, Pete.

Jim Steele has moved to Emery Park so as to be near his shill pal, Charlie Behm. They have a new song entitled, "We are so glad the shop crafts met every Wednesday night."



About 150 Southern Pacific and Pacific Electric officers, station and traffic department employees, together with their wives and friends, were the guests of D. M. Linnard at the Hotel Huntington in Pasadena on May 10. Miss Marjorie Day, director of entertainment at Mr. Linnard's Tahoe Tavern, gave a talk on Lake Tahoe accompanied by a motion picture taken at the famous mountain resort.

mean shimmy. Be sure you don't take a copy of this home, Pete.

Jim Steele has moved to Emery Park so as to be near his shill pal, Charlie Behm. They have a new song entitled, "We are so glad the shop crafts met every Wednesday night."

John Dillon was recently elected dog catcher of Alhambra. We understand he has a fine collection on display.

Tom Keogh gave a very interesting address before the Alhambra City Council and

mean shimmy. Be sure you don't take a copy of this home, Pete.

Jim Steele has moved to Emery Park so as to be near his shill pal, Charlie Behm. They have a new song entitled, "We are so glad the shop crafts met every Wednesday night."

John Dillon was recently elected dog catcher of Alhambra. We understand he has a fine collection on display.

Tom Keogh gave a very interesting address before the Alhambra City Council and

mean shimmy. Be sure you don't take a copy of this home, Pete.

Jim Steele has moved to Emery Park so as to be near his shill pal, Charlie Behm. They have a new song entitled, "We are so glad the shop crafts met every Wednesday night."

John Dillon was recently elected dog catcher of Alhambra. We understand he has a fine collection on display.

Tom Keogh gave a very interesting address before the Alhambra City Council and

mean shimmy. Be sure you don't take a copy of this home, Pete.

Jim Steele has moved to Emery Park so as to be near his shill pal, Charlie Behm. They have a new song entitled, "We are so glad the shop crafts met every Wednesday night."

John Dillon was recently elected dog catcher of Alhambra. We understand he has a fine collection on display.

Tom Keogh gave a very interesting address before the Alhambra City Council and

mean shimmy. Be sure you don't take a copy of this home, Pete.

Jim Steele has moved to Emery Park so as to be near his shill pal, Charlie Behm. They have a new song entitled, "We are so glad the shop crafts met every Wednesday night."

John Dillon was recently elected dog catcher of Alhambra. We understand he has a fine collection on display.

Tom Keogh gave a very interesting address before the Alhambra City Council and

mean shimmy. Be sure you don't take a copy of this home, Pete.

Jim Steele has moved to Emery Park so as to be near his shill pal, Charlie Behm. They have a new song entitled, "We are so glad the shop crafts met every Wednesday night."

John Dillon was recently elected dog catcher of Alhambra. We understand he has a fine collection on display.

Tom Keogh gave a very interesting address before the Alhambra City Council and

mean shimmy. Be sure you don't take a copy of this home, Pete.

Jim Steele has moved to Emery Park so as to be near his shill pal, Charlie Behm. They have a new song entitled, "We are so glad the shop crafts met every Wednesday night."

John Dillon was recently elected dog catcher of Alhambra. We understand he has a fine collection on display.

Tom Keogh gave a very interesting address before the Alhambra City Council and

mean shimmy. Be sure you don't take a copy of this home, Pete.

Jim Steele has moved to Emery Park so as to be near his shill pal, Charlie Behm. They have a new song entitled, "We are so glad the shop crafts met every Wednesday night."

PENSIONER, 88 YEARS OLD, DIES

Henry A. Wastell, who has been retired on pension for several years, died at his home in Alhambra on May 17 at the age of 88 years. He started work for the company in the Freight Auditor's Office at Fourth and Townsend Streets, in 1880. He came west in 1871 and, for some time, was engaged in the mercantile business in the Comstock mining district. Surviving him are a son, A. B. Wastell, and two daughters, Mrs. James Scott and Miss Mae Wastell.

Henry A. Wastell, who has been retired on pension for several years, died at his home in Alhambra on May 17 at the age of 88 years. He started work for the company in the Freight Auditor's Office at Fourth and Townsend Streets, in 1880. He came west in 1871 and, for some time, was engaged in the mercantile business in the Comstock mining district. Surviving him are a son, A. B. Wastell, and two daughters, Mrs. James Scott and Miss Mae Wastell.

Henry A. Wastell, who has been retired on pension for several years, died at his home in Alhambra on May 17 at the age of 88 years. He started work for the company in the Freight Auditor's Office at Fourth and Townsend Streets, in 1880. He came west in 1871 and, for some time, was engaged in the mercantile business in the Comstock mining district. Surviving him are a son, A. B. Wastell, and two daughters, Mrs. James Scott and Miss Mae Wastell.

Henry A. Wastell, who has been retired on pension for several years, died at his home in Alhambra on May 17 at the age of 88 years. He started work for the company in the Freight Auditor's Office at Fourth and Townsend Streets, in 1880. He came west in 1871 and, for some time, was engaged in the mercantile business in the Comstock mining district. Surviving him are a son, A. B. Wastell, and two daughters, Mrs. James Scott and Miss Mae Wastell.

Henry A. Wastell, who has been retired on pension for several years, died at his home in Alhambra on May 17 at the age of 88 years. He started work for the company in the Freight Auditor's Office at Fourth and Townsend Streets, in 1880. He came west in 1871 and, for some time, was engaged in the mercantile business in the Comstock mining district. Surviving him are a son, A. B. Wastell, and two daughters, Mrs. James Scott and Miss Mae Wastell.

Henry A. Wastell, who has been retired on pension for several years, died at his home in Alhambra on May 17 at the age of 88 years. He started work for the company in the Freight Auditor's Office at Fourth and Townsend Streets, in 1880. He came west in 1871 and, for some time, was engaged in the mercantile business in the Comstock mining district. Surviving him are a son, A. B. Wastell, and two daughters, Mrs. James Scott and Miss Mae Wastell.

Henry A. Wastell, who has been retired on pension for several years, died at his home in Alhambra on May 17 at the age of 88 years. He started work for the company in the Freight Auditor's Office at Fourth and Townsend Streets, in 1880. He came west in 1871 and, for some time, was engaged in the mercantile business in the Comstock mining district. Surviving him are a son, A. B. Wastell, and two daughters, Mrs. James Scott and Miss Mae Wastell.

Henry A. Wastell, who has been retired on pension for several years, died at his home in Alhambra on May 17 at the age of 88 years. He started work for the company in the Freight Auditor's Office at Fourth and Townsend Streets, in 1880. He came west in 1871 and, for some time, was engaged in the mercantile business in the Comstock mining district. Surviving him are a son, A. B. Wastell, and two daughters, Mrs. James Scott and Miss Mae Wastell.

Henry A. Wastell, who has been retired on pension for several years, died at his home in Alhambra on May 17 at the age of 88 years. He started work for the company in the Freight Auditor's Office at Fourth and Townsend Streets, in 1880. He came west in 1871 and, for some time, was engaged in the mercantile business in the Comstock mining district. Surviving him are a son, A. B. Wastell, and two daughters, Mrs. James Scott and Miss Mae Wastell.

Henry A. Wastell, who has been retired on pension for several years, died at his home in Alhambra on May 17 at the age of 88 years. He started work for the company in the Freight Auditor's Office at Fourth and Townsend Streets, in 1880. He came west in 1871 and, for some time, was engaged in the mercantile business in the Comstock mining district. Surviving him are a son, A. B. Wastell, and two daughters, Mrs. James Scott and Miss Mae Wastell.

Henry A. Wastell, who has been retired on pension for several years, died at his home in Alhambra on May 17 at the age of 88 years. He started work for the company in the Freight Auditor's Office at Fourth and Townsend Streets, in 1880. He came west in 1871 and, for some time, was engaged in the mercantile business in the Comstock mining district. Surviving him are a son, A. B. Wastell, and two daughters, Mrs. James Scott and Miss Mae Wastell.

Henry A. Wastell, who has been retired on pension for several years, died at his home in Alhambra on May 17 at the age of 88 years. He started work for the company in the Freight Auditor's Office at Fourth and Townsend Streets, in 1880. He came west in 1871 and, for some time, was engaged in the mercantile business in the Comstock mining district. Surviving him are a son, A. B. Wastell, and two daughters, Mrs. James Scott and Miss Mae Wastell.

Henry A. Wastell, who has been retired on pension for several years, died at his home in Alhambra on May 17 at the age of 88 years. He started work for the company in the Freight Auditor's Office at Fourth and Townsend Streets, in 1880. He came west in 1871 and, for some time, was engaged in the mercantile business in the Comstock mining district. Surviving him are a son, A. B. Wastell, and two daughters, Mrs. James Scott and Miss Mae Wastell.

